CYCLE NEWS

NORTH & WESTERN EDITION

VOLUME VI NUMBER 49

December 23, 1969

25¢

20,000 VIEW INTER-AM FINALE MOTO-X

A perfect Southern California winter day brought out some 20,000 motocross fans to bask in the sun and watch the best of Europe's professionals put on one of their last shows before returning to their homes in the ice and cold. The Saddleback Inter-Am finale was won by Arne Kring and he was awarded the prize for the best performance in the 1969 series. This week's cover shows Jiri Stodulka swooping over the jump in pursuit of California's Dave Aldana. Photo by Terry Pratt.

NEWSPAPER

CYCLE NEWS
2499 Cerritos Ave.
Long Beach, Ca.
90806
(213) 427-7433

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Inter-Am . . . . . Page 14
Sportsman Inter-Am . . . Page 24

Regularly Scheduled Events

ATTENTION PROMOTERS:
For Listing in this column call or write:
Paul Cosner, c/o Cycle News
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY FRIDAY NIGHT

NIGHT MOTOCROSS at Altamont Speedway, Livermore, Cal. Pits open 6 p.m. – First race 7:30 p.m. Jr. & Sr. Classes, Cash & Trophies. For info. call (415) 278-3154 or 447-7727.

EVERY SATURDAY NIGHT

TT RACING, Elsinore Race Track, Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Cal.

AMA CLASS C INDOOR SHORT TRACK (Dec. 13, 20, 26, Jan. 1, 23) Cow Palace San Francisco. Warm ups 6:30 p.m. Races 8:15 p.m.

1st & 3rd SUN. OF EVERY MO.

Deadmans Point, Apple Valley, Cal. – 1st Sun. European Scr., 3 classes, 1 hr. each – 8 a.m. prac. – 10 a.m. start. – 3rd Sun., Motocross – all classes, 8 a.m. prac. – 10 a.m. start. Info: (714) 247-7473 (eves.).

FRIDAY, DECEMBER 19th

MOTOCROSS at Altamont Speedway, Tracy-Livermore on Hwy. 50 at Junction of 580. Jr. and Sr. rider classes. Gates open at 6 p.m., first race at 8 p.m. Info: (415) 276-9213 or 276-9211.

FLAT TRACK AND TT SCRAMBLES at Trojan Speedway, South Gate, Cal. Gates open 6 p.m. and close at 7:15 p.m. First race 7:30 p.m. Info: (213) 923-7115.

SAT. AND SUN., DEC. 20 & 21st

OPEN PRACTICE and Sport riding at Huntington Beach Cycle Park. 1/2 mi. W. of Beach Blvd. on Talbert. $1.50 per rider, spectators 50¢. Hours 10 a.m. to 4 p.m. Info: (714) 897-4458.

SATURDAY, DECEMBER 20th

INDOOR SHORT TRACK at the Cow Palace, San Francisco, Cal. AMA Professionals. Races at 8:15 p.m. Adults $2.75, kids 75¢.

SUNDAY, DECEMBER 21st

MOTOCROSS by the CMC at Carlsbad, Cal. Gates open at 7:30 a.m. pract. at 8 and first race at 10 a.m. $5 mail entry to: P.O. Box 1420, Costa Mesa, Cal. $10 post entry.

MOTOCROSS by K.C. Trailblazers at Poso Park, Calif. 18 miles north of Bakersfield on east side of Famoso Junct. Hwys. 99 and 46. Practice at 8:00 a.m., first race at 10:00 a.m. AMA Dist. 35 points, all classes. Mail entry $2.00 to: 240 Ash, Shafter, Calif. 93263, closes Dec. 18th. $4.00 post entry. Info: (805) 746-4058.

TT SCRAMBLES by the Coachella Valley M.C. Perris, Cal. AMA Dist. 37 points. Small bikes at 8:30 a.m. Big bikes at Noon. Admission $1.25, entry $2.

MOTOCROSS cancelled the Antelpe Ramblers. AMA Sanct. Info: (213) 769-2582.

CROSS COUNTRY by the Prospectors M.C. AMA Dist. 37 Sanct. Info: 637-0682.

TRIALS Riding School by the S.C.T.A. at Saddleback Park. Info: (714) 639-5832.

CROSS COUNTRY by the Lions M.C. AMA Dist. 38 sanct.

ROAD RACE CANCELLED the ACA at Riverside Intl. Raceway, Cal.

EUROPEAN SCRAMBLES Dual Event by the Bushmasters and Prospectors M.C.s. Limed from El Mirage, Cal. 12 mi. W. of Adelanto. AMA Dist. 37 points. $3.25 entry, first races at 8 a.m.

FLAT TRACK AND MOTOCROSS by the Houston Motorcycle Sports Assn. at Houston, Tex. off Hampstead Hwy and Fairbanks Rd. All classes.

NATIONAL CHAMPIONSHIP MINI-BIKE SCRAMBLES by S.C.M.B.K.A. Saddleback Park, Orange, Calif. Sign-up from 8 a.m. to 10 a.m. Nine classes. Info: (714) 847-6620.

MOTOCROSS by the Scramblers M.C. at Bay Mare, Cal. AMA Dist. 37 points. Post entry $5, $3.50 mail entry to: 7439 Baird St., Reseda, Cal. 91335. Info: (213) 342-4231.

TUESDAY, DECEMBER 23rd

VACATION by the Cycle News staff. The offices of Cycle News will be closed for two weeks during the holiday period.

SATURDAY, DECEMBER 27th

INDOOR SHORT TRACK at the Cow Palace, San Francisco, Cal. AMA Professionals. Races at 8:15 p.m. Adults $2.75, kids 75¢.

MOTOCROSS Gary Bailey motocross school in the morning and 125 and 250 Jr. races in the p.m. at Ascot Park, Gardena, Cal.

SUNDAY, DECEMBER 28th

TT SCRAMBLES by Lightweights M.C. at Adelanto, Cal. Race Track. Special Mini Bike race. 0-200cc 7 a.m. sign-up, 8 a.m. practice. 250cc 10 a.m. sign-up. Big bores 12 p.m. sign-up, 1 p.m. pract.

MOTOCROSS at Ascot Park, Gardena, Cal. All classes, prize money for Seniors. Pract. at 9 a.m. first race at 10:30 a.m. $12 mail entry only to: 17124 S. Western Ave. #6, Gardena, Cal. 90247.

TRIALS by the Blue Barons M.C. at Olympia, Wash. AMA Sanct. Info: 474-1591.

MOTOCROSS by the CMC at Fontana, Cal. Raceway. First day race of winter season. Pract. at 8 a.m., sign-up closes at 9:15, first race at 10 a.m. $5 mail entry to: CMC, P.O. Box 1402, Costa Mesa, Cal. 92626. Prize money to 250 and 500 Experts, trophies to others. $10 post entry. Info: (714) 646-3143.

HARE AND HOUND by the El Cajon M.C. AMA Dist. 38 sanct. 10th annual Coyote Chase. Info: (714) 444-7829.

MOTOCROSS by the Lompoc Slo-Pokes M.C. at Santa Maria Speedway, Cal. AMA DIST. 35 Sanct. Info: 734-4716.

ENDURO Goose Chase Enduro by Explorer Post 305 of Oakhurst, Cal. AMA Sanct.

TT SCRAMBLES at Woodland, Wash. AMA Sanct. Sign-ups at 8 a.m.

HARE SCRAMBLES by the Master Links M.C. Last Chance for AMA Dist. 37 points. Limed from Adelanto, Cal. Info: (714) 892-3709 or 897-0250.

MOTOCROSS by the Scramblers M.C. at Bay Mare, Cal. AMA Dist. 37 points. Post entry $5, $3.50 mail entry to: 7439 Baird St., Reseda, Cal. 91335. Info: (213) 342-4231.

THURSDAY, JANUARY 1st

OPEN PRACTICE for Motocross only at Huntington Beach Cycle Park, Cal. 1/2 mile west of Beach Blvd. on Talbert Ave. 10 a.m. to 4 p.m. $1.50 per rider. Spectators 50¢. Info: (714) 897-4458.

INDOOR SHORT TRACK at the Cow Palace, San Francisco, Cal. AMA Professionals. Races at 8:15 p.m. Adults $2.75, kids 75¢.

CALENDAR

International Racing Enterprises Presents...

"Happy New Year's"

MOTOCROSS

at

BAYMARE

-JAN. 4th-

$315 TO SENIORS 50% TROPHIES TO JUNIORS

Purse Payoff– 125 Class: $25-10-10-5; 250 Class: $50-25-10-10-5; 500 Class: $75-50-25-10-5.

Trophies & Prize Money can be picked up at 15032 Ventura Blvd., Sherman Oaks, Calif.

Free Booze & Party Hats!

ENTRY FEE: $5.00
ALL COMP. CARDS ACCEPTED
INFO: (213) 986-5251

Sign up: 7–9 a.m.; Practice: 9–9:30; Race Begins: 9:30

SPECIAL EVENT– R & D Racing Team is looking for a challenge from any other team (4 riders).

MOTOCROSS

1st DAY RACE DEC. 28

NEW LONGER COURSE!

125, 250, 500 JUNIOR & EXPERT
(six riders to make a class)
3 LARGE Readable No. Plates Required
C.M.C. No. Required

Entries close 5 days before event
Practice 8 a.m.
1st Race 10 a.m.

All C.M.C. Races are Points and
SORRY, No overnight camping at Carlsbad.

NEW MAILING ADDRESS:
CMC
P.O. Box 1402
Costa Mesa, Cal. 92626

CMC membership required – $2.00 per year

Fontana Raceway
13444 Foothill Blvd.
Fontana, Cal.
(San Bernardino Fwy to Etiwanda-east)

$5. mail entry per event – $10. post entry

ANOTHER FIRST for C.M.C. – A 100cc Class will ride 3 Motos (8 bikes) to make a Class & riders under 16 are O.K.)

FRIDAY, JANUARY 2nd

FLAT TRACK AND TT SCRAMBLES at Trojan Speedway, South Gate, Cal. Gates open 6 p.m. and close at 7:15 p.m. First race 7:30 p.m. Info: (213) 923-7115.

SUNDAY, JANUARY 4th

MOTOCROSS by the Feather River M.C. Road limed from Marysville, Cal. AMA Sanct. All classes and side hacks. Sign-up at 9 a.m. First race at Noon.

TT SCRAMBLES by Eastside Cycle Inc. of Tucson, Ariz. on graded and oiled 3/8 mi. track with three jumps. Info: 327-6902.

TRIALS by Pacific International Trials Society at Cycle Hills near Uvas Dam, Morgan Hill, Cal. Advance entry to: Mr. Vic Victorine, PITS Registrar, P.O. Box 2272, Menlo Park, Cal. 94025.

MOTOCROSS by River Ridge Associates Zillah, Wash. 2 miles east of Zillah on Hwy 12 to Teapot Service Station. Sign-up at 9 a.m. race at Noon. $3 entry.

100 MILE ENDURO by C.E.R.A. (Calif. Enduro Riders Assn.) Limed 15 mi. So. of Barstow on Hwy 15 & 66. Entries close Dec. 20. $6 mail entry. $7 post. Team entry $1 per rider extra. Mail entries to: C.E.R.A., Box 2102, Cypress, Cal. 90630.

FRIDAY, JANUARY 9th

FLAT TRACK AND TT SCRAMBLES at Trojan Speedway, South Gate, Cal. Gates open 6 p.m. and close at 7:15 p.m. First race 7:30 p.m. Info: (213) 923-7115.

SUNDAY, JANUARY 11th

MOTOCROSS by Dirtdiggers Noeth at Helvetia Park on Hwy 16 between Sacramento and Woodland. Limed from Inter State 80 and Harbor Blvd. Sign-up at 8:30 a.m. first race 10:30. P.O. Box 338, Orangevale, Cal. Info: (916) 652-7800 or 988-4725.

HARE AND HOUND by the Hi Siders M.C. Three 15 mile loops, trophies to 50% of finishers. Limed from Jefferson and Interstate 10, 5 miles north of Indio, Cal. Info: (714) 347-8118.

SNOW RUN from Pacific Coast Honda, 2073 Pacific Coast Hwy., Lomita, Cal. Gorman to Ojai and back to L.A. For masochists, sadists and hardy riders.

MOTOCROSS by the CMC. First race of new Hallman Trophy Series at Carlsbad Raceway, Cal. Experts ride for cash, Junior series winner to win 1970 Penton and 1 years sponsorship Hallman racing.

FRIDAY, JANUARY 16th

FLAT TRACK AND TT SCRAMBLES at Trojan Speedway, South Gate, Cal. Gates open 6 p.m. and close at 7:15 p.m. First race 7:30 p.m. Info: (213) 923-7115.

SUNDAY, JANUARY 18th

ENDURO Sonora Pass Winter Enduro, AMA Sanct. Start and finish at Confidence, Cal. 13 miles east of Sonora on Hwy 108. Approx 100 miles. Spark Arrestors required. $4 entry fee to: Sonora Pass M.C., P.O. Box 259, Sonora, Cal. 95370. $3 team entry. Entries close Jan. 5th. First rider out 9:01 a.m.

FRIDAY, JANUARY 23rd

INDOOR SHORT TRACK at the Cow Palace, San Francisco, Cal. AMA Professionals. Races at 8:15 p.m. Adults $2.75, kids 75¢.

SUNDAY, JANUARY 25th

ENDURO Iron Horse Enduro by the Bay City M.C. at Lucerne, Cal. 115 miles mostly dirt trails 24 mph average. AMA Sanct. Spark arrestors required. $4 entry, $4 team entry to: Bill Lyons, 1546 Victoria Way, Pacifica, Cal. 94944. Entries close Jan. 19. Info: (415) 359-6873.

SUNDAY, FEBRUARY 1st

ENDURO by North Bay M.C. Sawmill Enduro. At C.C. Camp in Mendocino Natl. Forest. Limed from Upper Lake, Cal. AMA Sanct. $5 post entry, $4 mail entry to Max Hurlburt, 2283 Hearn Ave., Santa Rosa, Cal. Info: (707) 542-0287.

SUNDAY, FEBRUARY 8th

MOTOCROSS by the Feather River M.C. at Marysville, Cal. AMA Sanct. Sign-up at 9 a.m. race at Noon. All classes incl. Sidehacks. Road limed from Marysville.

TT SCRAMBLES by Eastside Cycle Inc. at Tucson, Ariz. 3/8 mile oiled track with three jumps.

1970 AMA Nationals

(NOTE – Owing to changes and revisions that may be necessary as the season develops, these events and dates should be considered only tentative. Check Cycle News' Calendar a few weeks prior to each event for any last minute revisions and additions.)

OPEN DATE-INDOOR SHORT TRACK CHAMPIONSHIP
Bob Barkhimer Associates, Inc. San Jose, Calif.

OPEN DATE-150 MILE ENDURO
Schuyler County M.C., Inc. Alpine, J.J.

FEBRUARY 6-7 & 8-SHORT TRACK CHAMPIONSHIP
Houston, Texas Astrodome.
INDOOR TT CHAMPIONSHIP
Houston, Texas Astrodome.

MARCH 8-100 MILE STONE MOUNTAIN ENDURO CHAMPIONSHIP
Georgia Crackers M.C. Decatur, Ga.

MARCH 9-15-DAYTONA SPEED WEEK
Bill France. Daytona, Fla.

MARCH 22 80-MILE ENDURO CHAMPIONSHIP
Glass City M.C. Toledo, Ohio.

MARCH 29 95 MILE ENDURO CHAMPIONSHIP
South Jersey Enduro Riders, Inc. Mt. Holly, N.J.

APRIL 5 100 MILE ENDURO CHAMPIONSHIP
Shamrocks M.C. Southern California.

APRIL 12 100 MILE ENDURO CHAMPIONSHIP
Polka Dots M.C. Sacramento, Cal.

APRIL 12 20 LAP HALF-MILE CHAMPIONSHIP Atlanta. Georgia.

APRIL 18 & 19 100 MILE ROAD RACE CHAMPIONSHIP
2.25 mile lap. Bill Doner, promoter. 250 & big bike Experts Only. Seattle International Raceway. Kent, Wash.

APRIL 19 STEEL HELMET 100 MILE ENDURO CHAMPIONSHIP
Midwest Enduro Team, St. Louis, Mo. (Subj. to investigation by AMA staff.)

APRIL 25 & 26 UNDER 100 MILE ROAD RACE CHAMPIONSHIP
Combination 250 and Open class, experts only. Sears Point, Northern Cal.

APRIL 26 100 MILE ENDURO CHAMPIONSHIP
Bristol Twins M.C. Virginia.

MAY 3 20-LAP HALF-MILE CHAMPIONSHIP
John W. Barton. Cumberland, Md.

MAY 3 200 MILE ENDURO CHAMPIONSHIP
Midwest Natl. Enduro Riders Assn. Shelby, Ind.

MAY 10 100 MILE ENDURO CHAMPIONSHIP
Hill & Gulley Riders M.C. Blooming Valley, Pa.

MAY 10 150 MILE ROAD RACE CHAMPIONSHIP
Dallas, Texas.

MAY 15 100 MILE ENDURO CHAMPIONSHIP
Talladega, Alabama.

MAY 15-17 ROAD RACE CHAMPIONSHIP
Talladega, Alabama.

MAY 17 100 MILE ENDURO CHAMPIONSHIP
Tompkins County M.C., Inc. Newfield, New York.

MAY 24 250 MILE ENDURO CHAMPIONSHIP
Enduro Riders Assn. Columbus, Ohio.

MAY 24 125 MILE ROAD RACE CHAMPIONSHIP
Western Tennessee Timing Assn. Memphis, Tennessee.

MAY 30 & 31 500 MILE GREENHORN ENDURO CHAMPIONSHIP
Pasadena M.C. Pasadena, California.

MAY 31 20 LAP HALF MILE CHAMPIONSHIP
Ja/Do Productions. Reading, Pa.

JUNE 6 20 LAP HALF MILE (NIGHT)
Louisville Downs. Louisville, Ky.

JUNE 7 20 LAP HALF MILE CHAMPIONSHIP
Professional Motorcycling, Inc. Terre Haute, Ind.

JUNE 7 100-PLUS MILE ENDURO CHAMPIONSHIP
Back Mountain Enduro Riders, Inc. Dallas, Pa.

JUNE 14 LACONIA 100 MILE ROAD RACE CHAMPIONSHIP
Loudon, New Hampshire.

JUNE 14 160 MILE ENDURO CHAMPIONSHIP
Athens M.C., Inc. Athens, Ohio.

JUNE 21 15 MILE MINI-ROAD RACE
Pittsburgh Racing Assn. Heidelburg, Pennsylvania.

JUNE 26 TT NATIONAL CHAMPIONSHIP (NIGHT)
Santa Fe Park Enterprises, Inc. Hinsdale, Ill.

JUNE 28 CHARITY NEWSIES 20 LAP HALF MILE CHAMPIONSHIP

JULY 5 10 MILE HALF MILE CHAMPIONSHIP
Bob Barkhimer Associates. San Jose, California.

JULY 11 30 LAP TT CHAMPIONSHIP (NIGHT)
Mount St. Helens M.C. Castle Rock, Washington.

JULY 18 50 LAP TT CHAMPIONSHIP (NIGHT)
Agajanian Enterprises. Ascot, Gardena, California.

JULY 26 20 MILE CHAMPIONSHIP (MILE TRACK)
Bob Barkhimer Associates. Santa Rosa, California.

AUGUST 1 20 LAP HALF MILE CHAMPIONSHIP (NIGHT)
Harold Murrell & J.C. Agajanian. Tulare, California.

AUGUST 2 NATIONAL CHAMPIONSHIP HILLCLIMB
Muskegon M.C. Muskegon, Michigan.

AUGUST 21 SHORT TRACK CHAMPIONSHIP (NIGHT)
Santa Fe Park Enterprises, Inc. Hinsdale, Illinois.

AUGUST 22 25 LAP SHORT TRACK CHAMPIONSHIP (1/4-MILE) NIGHT
Springfield Speedway. Springfield, Ill.

AUGUST 23 20 LAP TT CHAMPIONSHIP
Peoria M.C. Peoria, Illinois.

AUGUST 30 50 LAP CHAMPIONSHIP (ONE AND ONE-EIGHTH MILE) NIGHT
Bushkill Valley M.C. Easton, Pa. Nazareth track.

SEPTEMBER 12 & 13 JACK PINE 400 MILE ENDURO CHAMPIONSHIP
Lansing M.C., Lansing, Michigan.

SEPTEMBER 13 50 MILE CHAMPIONSHIP (MILE TRACK)
Agajanian Enterprises. Sacramento, California.

SEPTEMBER 19 20 LAP HLAF MILE CHAMPIONSHIP (NIGHT)
Agajanian Enterprises. Ascot Park, Gardena, California.

SEPTEMBER 27 125 MILE ENDURO CHAMPIONSHIP
Meteor M.C. Camden, New Jersey.

OCTOBER 4 20 LAP HALF MILE CHAMPIONSHIP
Oklahoma City, Oklahoma.

OCTOBER 4 100 MILE ENDURO CHAMPIONSHIP
Bluffs M.C. Nebraska City, Nebr.

OCTOBER 11 MOTOCROSS CHAMPIONSHIP
Moto-Park, Inc. Croton, Ohio.

OCTOBER 18 100 MILE ENDURO CHAMPIONSHIP
Wayne County M.C. Port Gibson, N.Y.

OCTOBER 18 MOTOCROSS CHAMPIONSHIP
Riverdale Speedway Enterprises, St. Louis, Missouri.

OCTOBER 25 MOTOCROSS CHAMPIONSHIP
Dayton M.C., Inc. Dayton, Ohio

OCTOBER 25 125 MILE BUSTED PISTON DERBY ENDURO CHAMPIONSHIP
Midwest Enduro Team St. Louis, Mo.

ORANGE COUNTY M.C. CHALLENGES R-D CREW IN L.A. INTERNATIONAL MOTOCROSS

Sparked by team captain, eighteen year old Mike Chamberlain from Woodland Hills, California, the San Fernando Valley will uncork its R-D Racing crew at the Los Angeles-International Motocross which is to be held at Ascot Park in Gardena, December 27th & 28th.

The other three members of the team, sponsored by R-D Sportcycles in Canoga Park, Cal., are Terry Bilton of Woodland Hills, Bob Steffan of Granada Hills and Bill Payne, a sixteen year old skyrocket from Simi, Cal.

Payne, who entered his first race in May of this year, has already garnered an enviable string of motorcycle competition victories. He's collected six wins, a second and a third place finish, including a first overall in the recently completed Hope Town Grand Pix – a contest in which young Mr. Payne had to beat approximately seventy other riders to the finish line.

No less impressive, are the triumphs of Steffan, Bilton and Chamberlain. This year alone, they have divided seventeen "first at the checkers" between themselves. And it is rumored that they are improving in every race.

The first event which the members of the team entered as a unit, was at the Westlake Inter-Am last month. There – astride imported Maicos, and completely attired in gold and black riding clothes – the group was instantly a smash hit.

The R-D gauntlet has been picked up by another well known So. Cal Motocross team, Bob Maynard's of Orange County. In a letter to promoter Bob Bailey the Orange County boys announced that they would assault Ascot Park in full force and come to throw dirt on the R-D team's colorful jerseys.

The Orange County team says that they are out to prove their supremacy as a motocrossers and expect to field at least 25 riders at the December 28th Ascot race.

Both Tickertron and Mutual Ticket agencies are handling advance sales for the two day meeting which is expected to draw the entries of some of the finest international stars. Thre-time British National Champion Dave Bickers, for one, will appear at Ascot on Dec. 28th.

Seasons Greetings
from the staff of
Cycle News

LAST CHANCE

To Make
DISTRICT #37 POINTS

DECEMBER 28, 1969

MASTER MC LINKS

HARE SCRAMBLES

TRAIL BIKES WE LOVE YOU, BUT, YOU GO ALL THE WAY!

Limed From Adelanto
10:00 a.m. Start
Two 40-Mile loops

BRING YOUR CHRISTMAS SKOOTER

the ACTION'S at
SADDLEBACK
ORANGE COUNTY'S MOTOR PLAYGROUND

DECEMBER 21
National Mini-Bike Championships
SCTA Riding School

DECEMBER 28
ACA Motocross Finale

JANUARY 1
Happy New Year!

Open Weekends, 8 a.m.–5 p.m.
Closed Weekdays
Admission $2.50; Juniors & Minis $1.50

SADDLEBACK PARK
BOX 2455, ORANGE, CALIFORNIA 92667
Newport Fwy. to Chapman Ave., east to Santiago Canyon Blvd., turn right, 1½ miles to entrance opposite state fire station. Phone (714) 639-5832.

"America's Weekly Motorcycle Newspaper"

CYCLE NEWS

"America's #1 weekly motorcycle newspaper. You'll Always see it FIRST in Cycle News!"

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VOICES OF THE WEST

INTERNAL PROBLEMS AT MICUS?

In your December 9, 1969 edition of Cycle News, you printed an article concerning MICUS. I want to inform you that the information in this article is completely false.

Number one, it was not an annual meeting of the Board of Directors.

Number two, according to the By-laws, it was not an official meeting, since the proper notices were not sent out in sufficient time.

Number three, the person who called the meeting was not duly authorized to do so according to the corporation By-laws.

Number four, the article stated I was replaced as President of MICUS which is not ture.

Number five, inasmuch as the meeting was invalid and void, any and all action taken at said meeting was invalid and void.

We request that you run a retraction of this article in Cycle News, and that it be given the same prominence as the article of December 9, 1969 titled "NEW OFFICERS FOR MICUS".

If said retraction is not made, irreparable damage to MICUS and its officers, members, and the undersigned will result.

W.S. COOLEY, President
M.I.C.U.S.

COMMENT: OK. Only let us know when you finally get it worked out.

THEN CAME DAWSON

You had better quit running around with that Husky European team because they either have you brainwashed or maybe you wear blinders and can't see anyone else. Look around you.

Jim Dawson, an Amateur, on a 250 Yamaha was turning laps just 1/3 of a second over the European riders on their big bikes. He also got 1st place over all in the 250 race at Westlake, although their was no mention of it in your paper.

D. MARTIN
Mission Hills, Cal.

While we haven't heard even a rumor about an offer of a berth on the Husky team for Dawson his performance at Westlake was truly noteworthy. Jim did indeed win the combined Expert/Amateur 250cc race overall and although we haven't been able to confirm his fastest lap times, a check with the ACA timekeepers showed that he and Dave Aldana (who led most of the race) were lapping at about 1 minute 7 or 8 seconds. The leading Europeans were marking off 1:6 or so.

Dawson cooly followed the wild riding Aldana until the final pass through the mud hole a few hundred yards before the checkered flag. Jim closed the gap on Dave and took the win on the other side of the Westlake barn...Ed.

IS EVERYBODY HAPPY?

I am writing in regards to Mr. Skov's letter (Nov. 11 issue). I have been a Kawasaki dealer in the Phoenix area since February of this year, which does not allow very much time for one to stock a great deal of parts, so I am relying on building my parts inventory on the efficiency of Kawasaki Corp. I am approximately 450 miles from Kawasaki Corp. in Santa Ana, Calif. and I would like you to know, Mr. Skov, that I do not have any problem whatsoever getting parts. I receive 90% of the parts I ask for within 24 hours. As far as I am concerned, if a Kawasaki dealer says he cannot get parts, it is due to laziness or his own inefficiency. I will personally guarantee that Kawasaki did come out with an all new "All Service Manual", which is, by the way, very well done.

I think Mr. Carlson's letter deserves considerable credit, because at least he is interested in trying to solve a problem, and he's concerned enough to defend Kawasaki, which is saying a lot, compared to some uninformative letters I have read in the past.

I think Kawasaki Corp. has its growing pains like any other considerably young business, but I also think they deserve a great deal of credit because I know they are trying very hard to make the dealers happy, and in return we can make the consumer happy.

LEE MOORE KAWASAKI
Phoenix, Arizona

I haven't seen Kawasaki's ad in Cycle News since you printed the letters complaining about their lack of parts service and owners manuals. I hope this doesn't affect Cycle News' editorial courage in the future. It's the only place where a customer can get some action on his complaints. I've found that just the threat of writing to you gets wheels in motion. Keep up the good work. Don't chicken out!

ELLIS HARVEY
Riverside, Calif.

COMMENT: Kawasaki isn't alone in experiencing customer complaints due mainly to the rapid growth of business. Their ad manager is somewhat unique in his approach to a solution, however. Have no fear, Cycle News' first responsibility is to you readers. We can get along without some advertisers, although of course we'd rather get along WITH them. Keep those cards and letters coming, folks.

FORMER SKIP VAN LEEUWEN FAN

I have always thought the A.M.A. was a fair organization, but seeing the Dec. 7th State Championship T.T. at Ascot has changed my mind. How can a rider who falls down in his heat race, (they held that heat race up until after another heat race was run because Van Leeuwen's bike was not ready), breaks his chain on the restart, and does not even finish the race, be qualified to run in the Semi?

How would you feel if you qualified from your heat to the Semi and then to the Main only to be passed by this cheat?

MANFRED POSHENRIDER
Santa Fe Springs, Cal.

FEELING LEFT OUT

I purchased your December 9th edition of Cycle News to see the results of my fellow riders in the Barstow to Vegas Run on November 29. While looking over the list I noticed my name was not on it. This surprised me due to the fact that I finished 21st overall and 1st in the Open Amateur.

I understand that the results are unofficial but I think that's a great error on your part because the results of the race were posted immediately following the finish.

BARRY G. BUBAR
Newport Beach, Calif.

That's right Barry your name was omitted from the provisional results but the S.G.V.M.C. just sent us the official list and your name and some 300 more are on page 17...Ed.

GUILT BY ASSOCIATION?

I see by your article on the Westlake Inter-Am that you class yourselves with Edison Dye, Wes Cooley and the rest of the group.

I didn't have time to get in a mail entry so my non-refundable $5 admission plus the $7.50 entry fee meant that it was going to cost me $12.50 to ride. That's not too bad, the real bummer was when Cooley announced at the rider's meeting that we would have 12 minute heats and transfer the top 15. I didn't transfer so that works out to $1.04 per minute for my Westlake race. The Europeans ran three 30 minute motos everyone else got screwed. But you say nothing about anyone else except in the results column.

MIKE CULBUTSER
Los Angeles, Calif.

P.S. I won my class at an ACA motocross sometime in July and despite phone calls and letters I haven't received my trophy nor have I been told where I could pick it up.

P.S.S. I am going to burn my ACA card in protest.

Everyone might as well burn his ACA cards soon...we'll need new ones for the 1970 season. The ACA informs us that all trophies, even one year old ones, are lugged out to each event in hopes that someone will come claim his. Check with the scorers at the next ACA motocross...Ed.

WHO WANTS THE 'GOOD OLD DAYS?"

My opinion is that such a rule will set back motorcycle racing to the "Good Old Days", when the majority of riders were boozers and some of the clubs were even worse. I've been to races in the "Good Old Days" and I have seen the starter, flag men, etc. so drunk they didn't even know there was a race going on.

Now we have the new image, the family. These families, from all walks of life, would rather spend the week-end racing together than anything else.

We have missed very few scrambles since my sons have been racing and I don't ever remember seeing anyone push their child out on the track.

The parent should have the right to say if his child should ride or not. The A.M.A. shouldn't be able to make a flat rule like they have, effecting all young racers no matter what type racing they do or how well the district governs it.

Of course it would be a terrible tragedy if one of these young people were killed or hurt really bad. But, I feel turning them away from the sport they love and can share with their family is a tragedy too. And what about the one's who have already been racing for 2 or 3 years without any injuries, but are only 14 and 15? Doesn't their experience mean anything?

MRS. HELEN PARKER
Rosemead, Calif.

HOW DO WE GET EXPERIENCE?

Our club feels that the AMA ruling to prohibit anyone under the age of 16 years from competing in sporting events, where speed is a factor, is asinine. As we all know, experience is the deciding factor for one's safety in racing rather than age. Therefore, if the AMA bans riders under the age of 16 from racing due to a lack of experience the racers will soon all die away with age for there will be no new blood. We will admit that this statement is inane but it parallels the new AMA age ruling.

LLOYD COX
Secretary, Foothill Hawks M.C.

AMA LOYALTY SHAKEN

I am a dad-sponsor of two teen-age competition riders, and I feel compelled to speak out about the newly adopted A.M.A. ruling against racers under 16 years of age.

I do not believe that as a group the "family affair" type of participants were fairly represented at the competition congress when this ruling was voted in. It was passed (sneaked through) just before the adjournment when only a bare quorum was still present to vote on it. The ruling may be legal, but it certainly is ill advised.

It doesn't make good sense to stifle young riders like District 36 100cc high point rider Jerry Willis, District 35 125cc scrambles high point rider Neil Mac Dannald, and District 35 125cc scrambles high point rider Ron Toby, all of them young, talented, and to be lost to A.M.A. competition.

The answer surely is not to remove these young riders from all competition, but to make some provision for them within the realm of A.M.A. A junior class or beginners class by any other name, and/or a size limit such as 125cc may be a solution, but at least let us be of service to this group without further alienating anyone from the a.m.a.

I believe that we should be loyal to the A.M.A. but in return the A.M.A. should be loyal to its membership regardless of their age.

DAROLD Mac DANNALD
Keys, Cal.

IS THE 16-YEAR-OLD RULE EVEN REASONABLE?

It is beyond my understanding the reason behind the new AMA 16-year-old rule.

Why have such a flat statement – no one under 16 can race? Be more reasonable, and less dictatorial, and set up regulations such as beginning Novice racers must be 16. Don't punish the ones who have been racing for one or two years and are Amateur or Expert. Or you could make a rule stating that those under 16 cannot race a bike over 125cc. Don't be so one-way and unreasonable and hurt all those youngsters and their families who love the sport and are avid enthusiasts and participants!

I think all the clubs should get together and demand the AMA to change this rule. These boys back your clubs so why not help them out now?

MRS. L. LAMBERT
Palmdale, Calif.

EDITOR: The rule was introduced by comp. congressman John Esler of Michigan because one 11-year-old broke two arms at a hillclimb. If the AMA Executive board overrules this rule, what wishes of the congress may they veto next? Cycle News dislikes the 16 year limit rule, as you do, but it is a democratic rule, not a dictatorial one.

IT IS NICE TO BE A GOOD GUY

The Westlake promoters pocketed some money that could have been spent on dust control, sanitation facilities and better refreshment distribution. By spending some of this money on these little extras the promoter could have pampered the all important spectator and in all probability insured an increased number of spectators for next year.

It's nice to be a good guy and let as many sportsman riders as possible compete, but I think it was carried a little too far at Westlake. Not only did the number of riders on a start make it just a little dangerous, but if you were unlucky enough to make a bad start you stood no chance of getting through the traffic to one of the transfer positions before your time was up.

MICHAEL D. MILLS
Los Angeles, Cal.

CHRISTMAS CHEER FROM H.B.C.P.

We would like to use CYCLE NEWS as the medium through which we thank Don and Hope England for their Christmas card. It is nice to know that Huntington Beach Cycle Park thinks of their riders as more than a $2.00 entry fee.

DICK, NORA RAY
Gardena, Calif.

Speaking from experience, I wonder how many other track owners send get well cards to their more awkward riders...Ed.

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DEC. 27th

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DEC. 28th

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12:30 International Program (250 & 500cc)

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SIDEHACKERS BASH UP

Photos by Dick Wright

Howard Utsey scored another first overall...maybe.

They said it was a little bit dusty near the start.

BARSTOW, CALIF. Dec. 14 – Whenever the Sidehack Association, those fun-loving pixies on Three wheels, throw a desert hare scrambles you can be sure of a few surprises. One of the surprises this week happened to our veteran desert correspondent Dick Wright. Dick kicked a rock somewhere in the sagebrush and it didn't get out of the way. Wright has a great and violent dislike of rocks anyway and we feel certain that the broken leg this one handed him will not endear rocks to him in the future. Meanwhile, when you see Richard pointing his camera at you from behind a bush in future desert races, please don't aim for his bush. He won't be able to get out of the way quite as fast for a few months.

All was well otherwise at the Sidehacks bash near Four Corners in the high desert. Except that the four leaders, intent on their pursuit during the first of three 35-mile loops, lost the lime coming through the pits and missed the home check. The sponsoring club was still debating whether or not to disqualify them as Cycle News went to press.

If the finishing results stand as we counted them, Howard Utsey and his big CZ sandburner will merit the giant First Overall trophy and all those glorious District 37 points. Howard was closely pursued through the fouled-up finish by mustachioed Mike Patrick on his scraming 250 Yamaha and just 30 seconds behind Mike came leapin' Larry Bergquist with his Bul just barely making it in 3rd overall.

Actually Larry's bike quit for undetermined reasons (out of gas?) just scant yards from the finish and had to be towed in by another motorcycle with a rope. That's another one for the club referee to ponder.

The fourth member of the 4-way finish foulup was Al (Yamaha) Baker, who also lost the lime in the heat of the chase and missed the home check.

Fifth overall (or whatever) was Whitey Martino (Husqvarna) followed by Steve (Montesa) Kirk and Dave Lewis (360 Greeves). Jack Byers on his BSA engined Rickman was the first 4-stroke in, right behind Lewis.

First 250 Amateur to finish, repeating his Barstow-Vegas victory, was Don Watkins Jr. on a Montesa. He placed 10th overall. First 250 Novice was Dale Brassfield, 16th overall. We were unable to learn identities of the first 500 Amateur and Novice or the first 125, etc.

Jeff Wright, our injured correspondent's offspring, won the 100cc trailbike class after he and the rest of the trailbike leaders got lost in the dusty first loop. Starting 15 minutes behind the big bikes, they roared along the right of a flat, brushy dustbowl 15 miles out, only to miss a turn to the left and find themselves in a box canyon. The course was marked well enough but, as Dave Lewis remarked, "Unless you're in the first 30 or 40, there's no chance to see that turn."

Terry Clark, Mark Rader, Ken Buckspan and Wright led the trailbike parade through the pits for Loop One. Then it was Terry, Ken and Jeff. Buckspan threw his chain and then there were two. Terry's engine reported blew, giving Jeff the victory.

Although the course was fast and rough and, everyone agreed, "really dusty." It included two dry lakes and one rocky uphill. About 400 riders started the 105 mile challenge.

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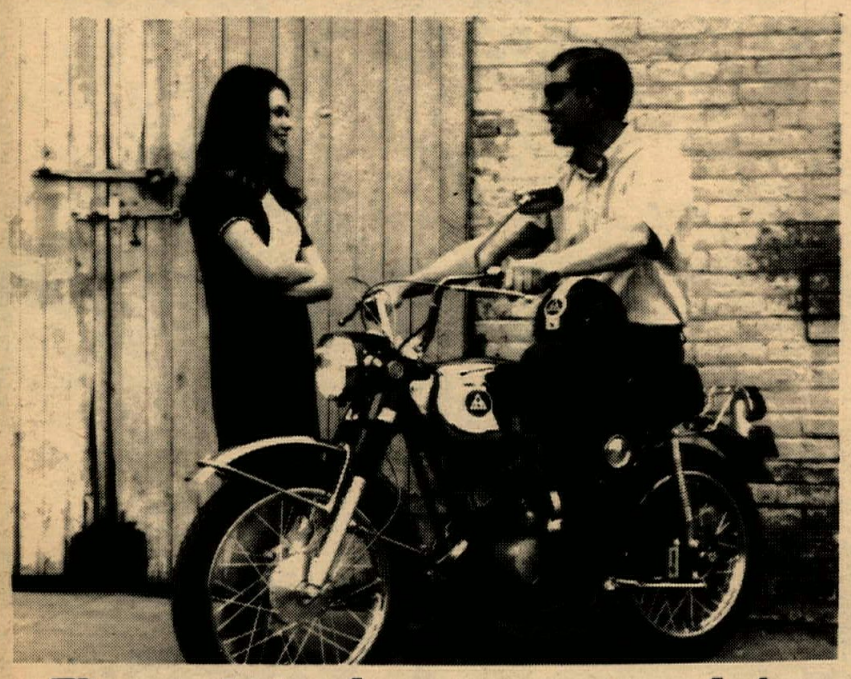

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THE DESERT

But Referee Ponders Results

Below: Jeff Wright, Number 15, was the trailbike winner on a Steens SS Hodaka. #1 is Jack Morgan in this photo taken at a previous desert bash.

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THE TIMES THEY ARE A-

"Hold it, Hold it, back up...Hold it...Uh. Never mind...Go!

NEW WINNERS AT TROJAN

Story by Dennis Greene
Photo by D.G. Studio

SOUTH GATE, CAL. Dec. 12, 1969 – Kawasaki dominated the 100cc Class at the South Gate T.T. with five of the first six positions, as Bill Dobbs overtook Bob Brook in a hot main event.

They didn't have Jim Raymond to lead them around this time because he had run into a little engine trouble in this class and couldn't keep up the pace.

Jim Raymond came back stong on his 125cc Yamaha to take that class way out ahead of Gregg Edans, also on a Yamaha, followed by Gary Hardin and Ralph Mulholland who ran 3rd and 4th on their Yamahas.

Head of the Moon clan, Irwin Moon (father of two racing sons), showed them just what experience and ability is all about when he came out on top with the 250cc win and trophy.

The 250cc T.T. has been won by Jim Raymond on a Montesa for the best part of the season, but this time he sheared off the nuts and bolt of his rear sprocket in one of the heat races, then had to ride a semi for the first time in many months on an Ossa. He had some trouble with the shifting pattern but still won this event.

Raymond's luck didn't hold up in the main. At the flag he was well to the rear of the pack.

Not to over look the Flat Track racing – it too had a new winner in the 100cc class with Allen Swett on an Cimatti taking home the bacon. Kawasaki took the next four spots.

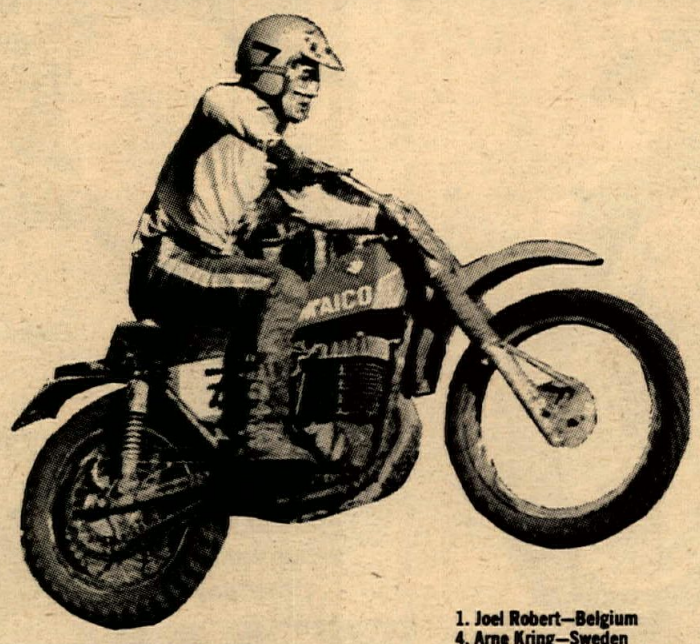
Again making those gears work, Jim Raymond turned on to win the 125cc flat track, and finally won the 250cc main event on the Ossa.

(Results on page 17)

John Killman looks for the way around on his Ducati.

AKE JONSSON UP FRONT WITH MAICO!

WINNER!!! SEATTLE INTER-AM November 16, 1969



Here's Ake's performance record to date:

1st – Seattle
2nd – Los Angeles (Westlake)
4th – Salinas, Ca.

2nd – San Francisco
3rd – Elkhorn, Wisconsin

4th – Salem, Oregon
6th – Larue, Ohio
5th – Saddleback Park

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2. Bengt Aberg—Sweden
3. Torsten Hallman—Sweden
4. Arne Kring—Sweden
5. Roger DeCoster—Belgium
6. Dave Bickers—England
7. Chris Hammargren—Sweden
8. Sylvain Geboers—Belgium
9. Haken Anerson—Sweden
10. Vic Allen—Scotland
11. Jiri Stodulka—Czechoslovakia
12. Dave Smith—England
13. Tom Ledbitter—England
14. Bengt Arne Bourn—Sweden
15. Andy Roberton—England

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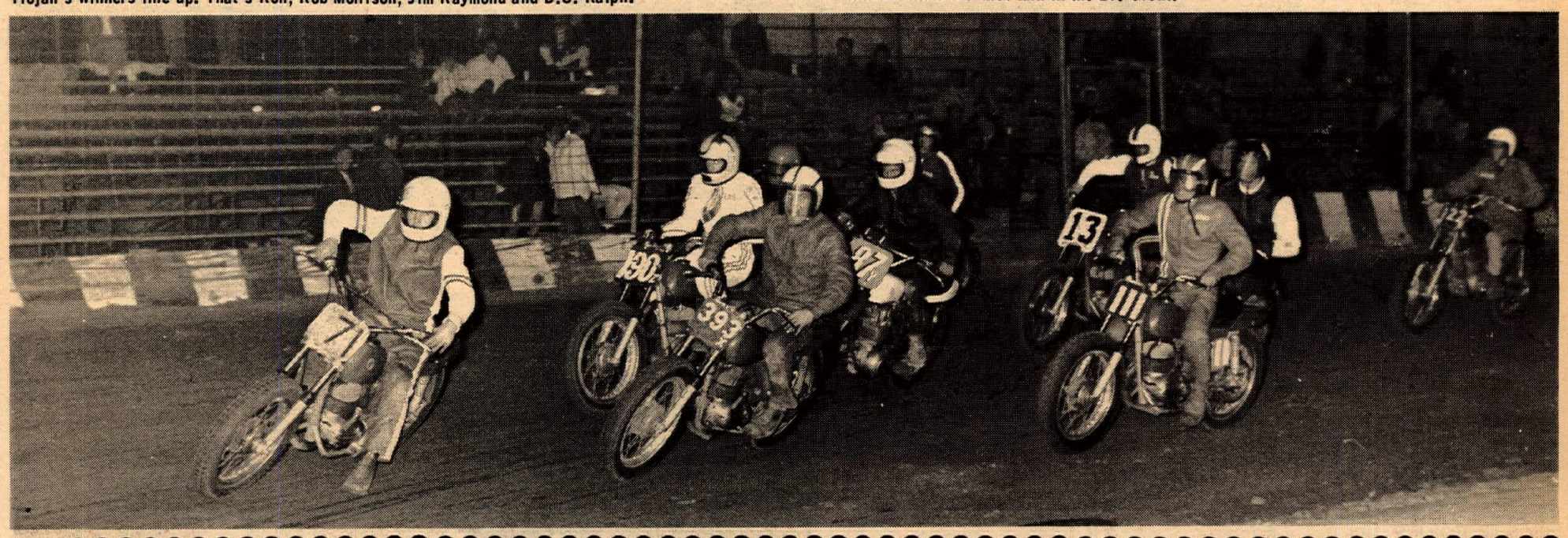
CHANGIN'

Trojan's winners line up. That's Ron, Rob Morrison, Jim Raymond and D.C. Ralph.

ABOVE: A Yamaha rider gives Old Glory a wheel high salute. BELOW: The pack moves off the line and into the first turn in the 250 event.

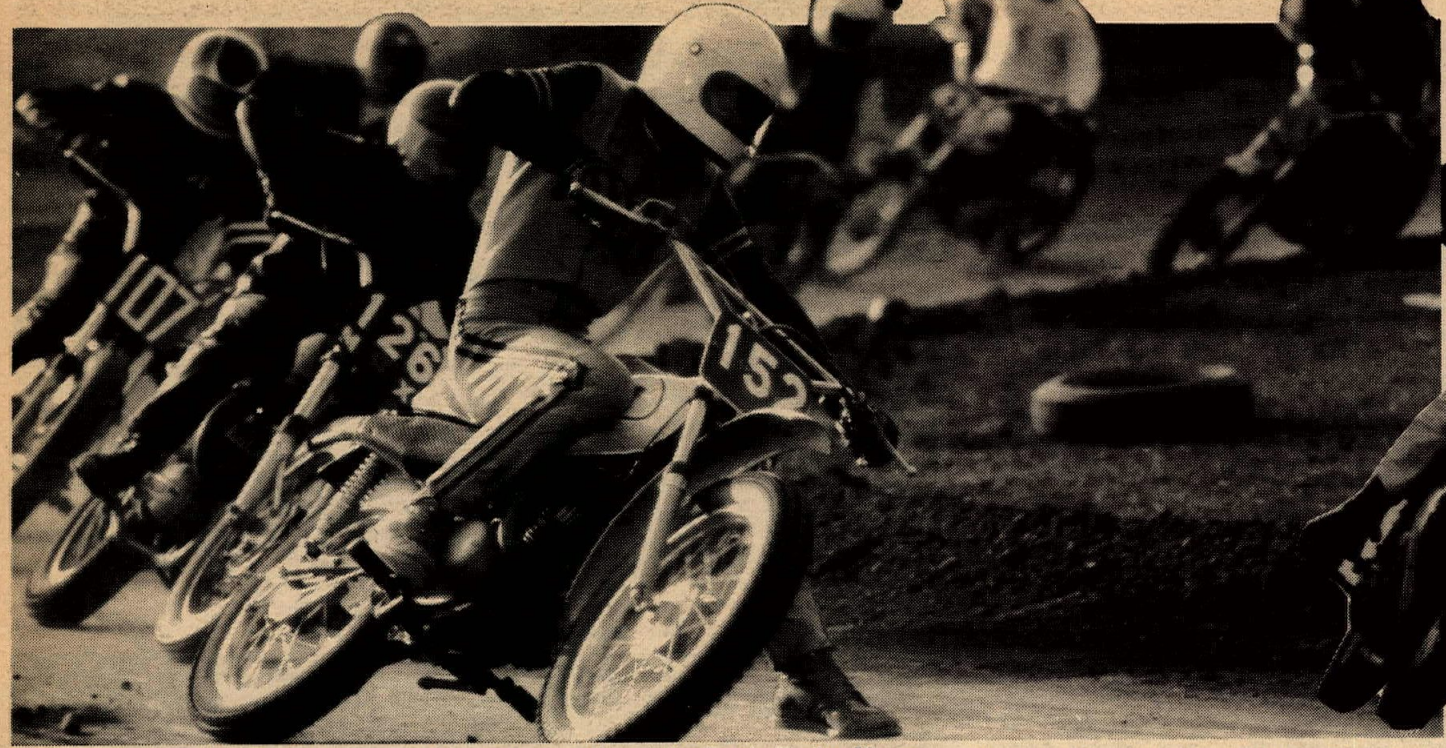


"SEASONS GREETINGS"

Antelope Rambler's M.C. — The 70's Number One Club

Spills Follow Thrills At Huntington

By Al Snow



Some of the stars of today and tomorrow can be seen in action at the Beach. Number 54y we think is Steve Eldredge.

HUNTINGTON BEACH, CALIF. Dec. 14, 1969 – What a way to close the season for T.T. Scrambles! A hard track with a wide groove invited some of the fastest racing of the season but proved the undoing of several who pushed too hard. From riding the bank too high into the straightaway and tangling with the fence, to dropping the bike off the line and getting run over, we had thrills and spills that surpassed anything this season. Fortunately only one injury resulted from all the tangles. Gary Wickam came up with a broken hand and wrist.

The 100cc Novice had to be run in three heats with three direct transfers to the main and rest of the pack to the semi. In heat #1, Chris Morland took the lead on the last lap from Rick Isbell. Keith Crecelius had a wire to wire win in heat #2, while Larry Tremblay and Tom DeGoey kept the battle going for second spot. Larry won out with Guy Erickson watching from fourth spot. The third heat proved a heart-breaker for Hodaka-mounted Butch Montgomery. After a good lead for four laps, his fire went out in the last turn, letting Rob Morrison, Robert Butt and Johnny Montez cross the line before Butch could hobble in on 2-foot power.

Guy Erickson finally got warmed up to lead all the way in the semi followed by John Rice in hot pursuit. Tom Manok, John Bruno, and Julie Schamel mixed it for the last transfer position but Tom won out.

The first moto of 125-175 Nov. had to be black-flagged on Lap five for the ambulance to check out Roger Dobbins.

The combined 100-125-175 Experts motos went to that hot Kawasaki rider, Kirk Redding, with two out of three wins. If Jim Raymond hadn't sneaked that front row start in the second moto, Kirk may have had three in a row.

The first head honors of the 250cc Novices was grabbed by Vince Zine on the last lap after moving from a fourth

place start. Jerry Formby, Mike Curoso, and Charlie Larson took the other transfer positions. David McKillip led the second heat all the way while Dan Headrick, Fred Timberlake, and Richard Lizardo held the next spots in that order. Robert Bivens, John Vallelunga, James Elliott, Merle Stoner took the key positions in the semi. Jerry Formby copped the lead from Vince Zine in lap two of the Main and held it with a good lead to the finish.

Dean Butterfield really showed the 250cc Experts the way home in the first heat. Jim Peterson started to seize and dropped out from second place leaving room for Greg Wickam, D.C. Ralph, and Dave Brooks to transfer to the main. The second heat went to Jerry Formby, Jim Raymond, Mike Hannon and Guy Smith. Tom Francisco, Larry Stapleton, Jim Peterson and Bill Silvis wrapped up the semi. The main didn't prove out, for Dean Butterfield's Bultaco could only make three laps. Mike Hannon grabbed top honors followed by Greg Wickam and Jim Raymond.

The big bore Novice regular, Ron Moreno, had a battle on his hands when Tony Dell on a BSA Victor, out for the first time, really put on the pressure.

The big bore Experts winner, Dennis Kanegae, chose cash instead of a trophy. Wonder why Dennis motioned to Sparky when he passed him on the second lap?

There will be new rules for Park Point System next year, like three wins to advance classes, etc. Watch the calendar of events for the new season will start around the first of February.

Those who have not picked up trophies from previous events may call (714) 897-4458 for park event trophies; (714) 636-1997 for T.T. trophies.

(Results on page 17)

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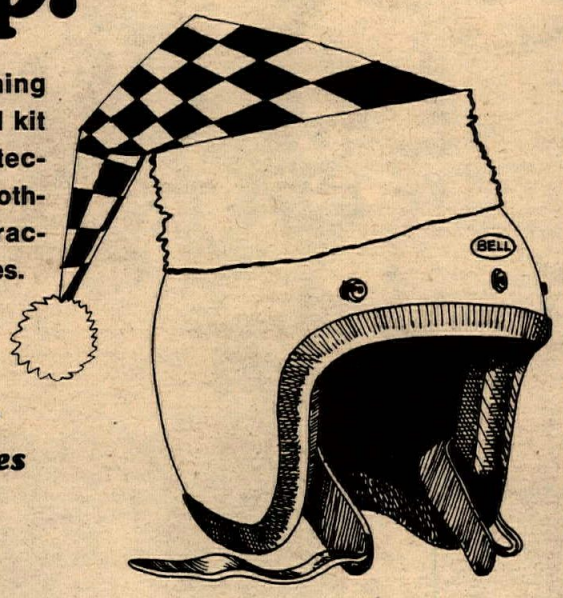

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Scramblin' Around

By Maureen Lee

Back to the same old problem this week, the under-16 year-old riding ban and there is some good news in the wind. Go ahead and continue to register your protests by letter to either the AMA or to District 37 and don't be afraid to apply for a 1970 number if you are under sixteen.

The District 37 heavyweight number one plate race has developed into a real tussle between Chuck Wheat and Terry Dorsch and the last runs will make the difference. It's a toss-up as to who is going to get it. If Chuck does make it we have an idea that it will be the first time a guy who started the year as a Novice has progressed up through the ranks and ended number one. Even if he doesn't, it's still one heck of a record. We'll also go on record that there was no skulduggery involved in this race as we've witnessed in some past seasons.

It's become kind of a tradition each Christmas for me to make up a list of Christmas wishes, so here we go, Santa Claus.

FOR THE SIDEHACK ASSOCIATION: More place to race, more fun than they've ever had and a new pair of tennies for each monkey.

FOR THE OPEN CLASS: More riders. Could you whisper in Bill Riley's ear, Santy?

FOR DIST. 37 REFEREE DICK KOUNS: A bottle of champagne for all the work he did in 1969 as referee helping out at 99% of the scrambles. For his wife Caren two bottles of champagne and four dozen roses. She keeps the points for Dick.

FOR JOHN BANKS AND BRYAN WADE: The 250 and 500 World Championships and a chance to ride the Inter-Ams next year. I'll make the tea, chaps.

FOR WES COOLEY: Another million dollars.

FOR THE ACA: More motocross courses to run on, like please Santa, couldn't we have Forst Ranch and Castaic back again?

FOR JOY HOUSTON: A chance to run on the salt next year for a Bonneville record. She's proved herself as an excellent dragracer and shouldn't be barred because she's a female.

FOR CERTAIN RIDERS: You'll have to get this privately from me, Santa because I can't put it in print, but I ask for several sets of training wheels, some integrity or at least a conscience that really prods 'em and for at least five, brand new scooters.

FOR THE AMA: Well...it IS Christmas so I musn't be nasty. You choose, Santa.

FOR THE DIRT DIGGERS: Corriganville '70 or at least a similar course to throw their GP on without all the hassles.

FOR THE GRIPSTERS: Another swinging race through the streets of Elsinore with all spectators mumbling "Thou shalt not run across the course during racing."

FOR THE LOST ANGELS: Thank you gentlemen for the support. At least you read the column I wrote on your stand to support point runs only. May all yours in 1970 be prosperous.

FOR DISTRICT 37 RIDERS: A rule book with everything in it for a change and a set of rules for motocross, it's been way too long without them.

FOR MY ENEMIES: Put a little joy in their hearts, Santa. This is a sport, or is it?

FOR ALL OF US: A happy time of year with lots of good skidding to look forward to in 1970.

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M.O.R.E. From The Capitol

NEW CALIFORNIA HELMET BILL WOULD SET STANDARDS

By Russ Sanford

A previous article discussed California Assembly Bill 654, the controversial helmet law, and its fate to date. Questions concerning the intended future of AB 654 were presented to the Bill's co-authors, Assemblymen Tom Hom and John Francis Foran. Assemblyman Hom has advised that he has withdrawn his sponsorship of the thrice-defeated bill. The following are excerpts from the questions asked and answers provided by Assemblyman Foran:

QUESTION: What has followed since the April 21st revision (to AB 654) was introduced?

ANSWER: As amended, AB 654 was approved by the Assembly Transportation Committee, the Assembly Ways and Means Committee, and the full Assembly. On June 18, 1969, the bill was heard and killed by the Senate Transportation Committee.

QUESTION: What was the intent of the April 21st revision?

ANSWER: AB 654 was to merely require the CHP to establish minimum safety standards for motorcycle helmets sold in California. The purpose of this was to assure that, when a person bought a motorcycle helmet, he would in fact obtain a "safety" helmet. Many so-called "safety" helmets are currently being sold which do not provide adequate protection. The bill in its final form merely would have assured that purchasers of motorcycle helmets obtained a helmet meeting minimum safety standards.

QUESTION: What are your future intentions with respect to AB 654?

ANSWER: It is my present intention to introduce AB 654 at the coming legislative session. The bill will be introduced as amended on April 21, 1969. It will not contain the requirement that motorcyclists wear a protective helmet.

The revised helmet bill seen in this light leads me to believe that we all owe Assemblyman Foran a vote of thanks. Too often we have seen the results of seomone buying a supposedly approved helmet off the bargain counter only to find that it was no bargain at all when it came apart. When the time comes, Assemblyman Foran can depend upon California's motorcyclists to stand behind this revised bill.

Two more questions were asked of Assemblyman Foran:

QUESTION: I have been given to understand that Washington intends to withdraw ten percent of the federal highway aid funds if California does not enforce the helmet law for motorcyclists during the next legislative session. Is this true?

ANSWER: While the federal government does have the power to withhold ten percent of our federal aid highway funds if we do not enact a mandatory helmet law, I think it unlikely that the federal government will take such action during the next legislative session.

QUESTION: If so, does Washington mean the adoption of safety standards for helmets or does it mean the enforced wearing of helmets?

ANSWER: Such action by the federal government would arise from California's failure to enact a law requiring motorcyclists to wear a protective helmet.

So, you can see from Assemblyman Foran's reply to the last question, that although we have won the first three rounds, there may very well be more to come.

If you have comments or inquiries on this, or any other legislative subjects, please address them to MORE, P.O. Box 26062, Sacramento, Ca. 95826.

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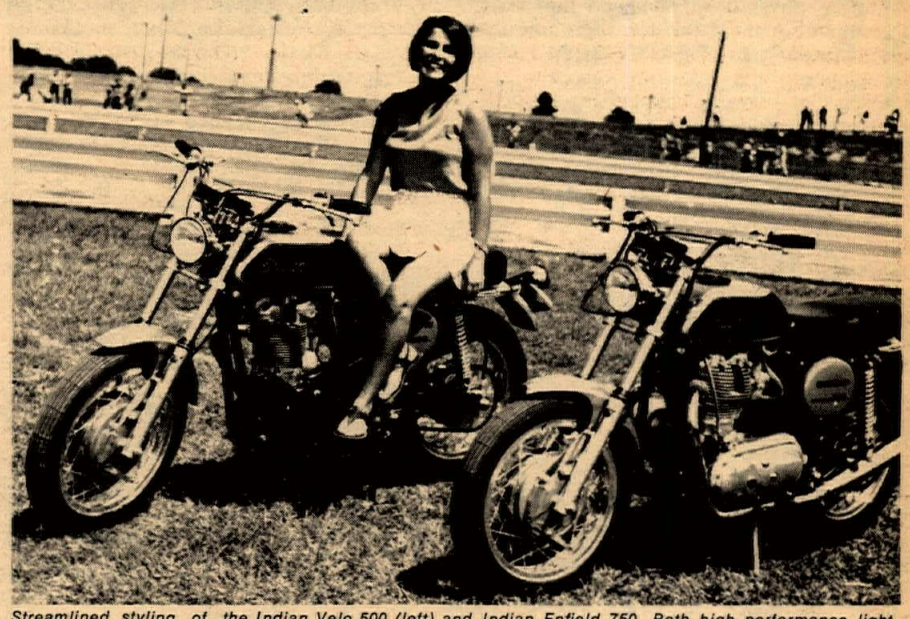
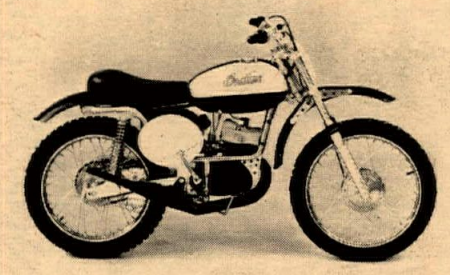


Streamlined styling of the Indian Velo 500 (left) and Indian Enfield 750. Both high performance lightweight bikes are great roadholders.



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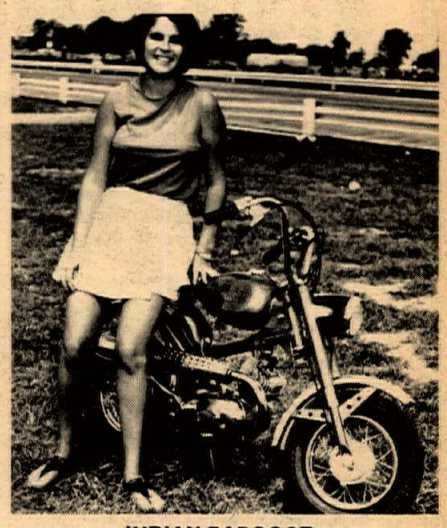

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The Rayborn family (Cal, his wife and two sons) had a ball at Indianapolis on the Boy Racer and the Mini Mini. The boys handled the little bikes like their dad does his Harley-Davidson side valve racer which he rode to victory. (We don't want you to get the idea that Cal won on an Indian.)

BOY RACER

Indian

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Vagabonds M.C. Tours Redwoods And North Coast

By R.L. McDaniel

Over the Thanksgiving day week end, eight members of the North Valley Vagabonds Motorcycle Club of Chico took advantage of the unreasonably good weather to make a tour of the Redwoods and Coastal area of Northern California. The group left Chico Saturday morning and rode to Lake County where they enjoyed breakfast and a period of relaxation and visited with the local people.

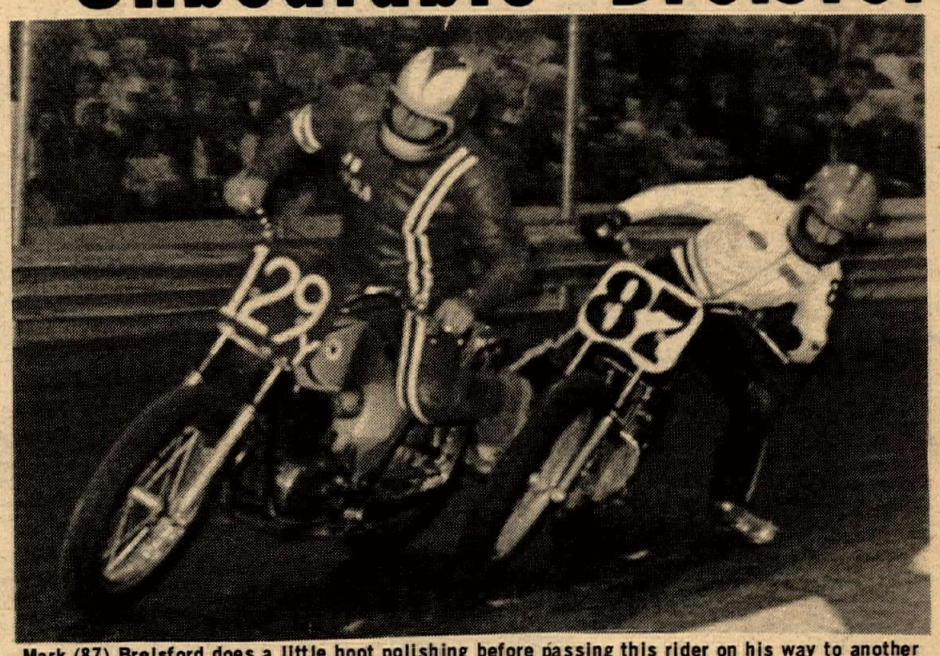
Then it was on to Highway 101 and North through redwood country. While enroute, the group visited many scenic spots and enjoyed the off-season recreational areas. The night was spent at Fontana on the California coastline.

On Sunday, the party took route 299 out of Eureka and photographed and visited some of the beautiful areas offered in the Six Rivers National Forest area. The return trip through Redding and Down Hwy. 5 brought the tourers back.

RIDERS HASSLE

The traffic backs up while everyone waits for his turn at the slippery Richmond hill.

Unbeatable Brelsford



Mark (87) Brelsford does a little boot polishing before passing this rider on his way to another San Jose win.

Story and Photos by W.H. Spencer

SAN JOSE, CALIF. Dec. 6, 1969– National number 87, Mark Brelsford, made it five in a row as he swept through the pack in the 15-lap Main Event at the Santa Clara County Fairgrounds, Dec. 6. The 20 year old San Bruno flash has now won every main event entered at the San Jose Short Track.

Bill Morgan, Bultaco mounted, started the Main on the pole but gave it to Brelsford as he exited turn two. This probably would have been the way they would finish except that Chal De Cecco, on a Triumph, lay in the middle of the groove as the pack came around on the second lap. At the restart, young Morgan found himself in the back after some heavy pounding by the older troops. Brelsford was never really challenged and ran away, again.

To top off the evening Brelsford also won the three lap trophy dash in a spectacular 24 seconds. Terry Sage, Bultaco,

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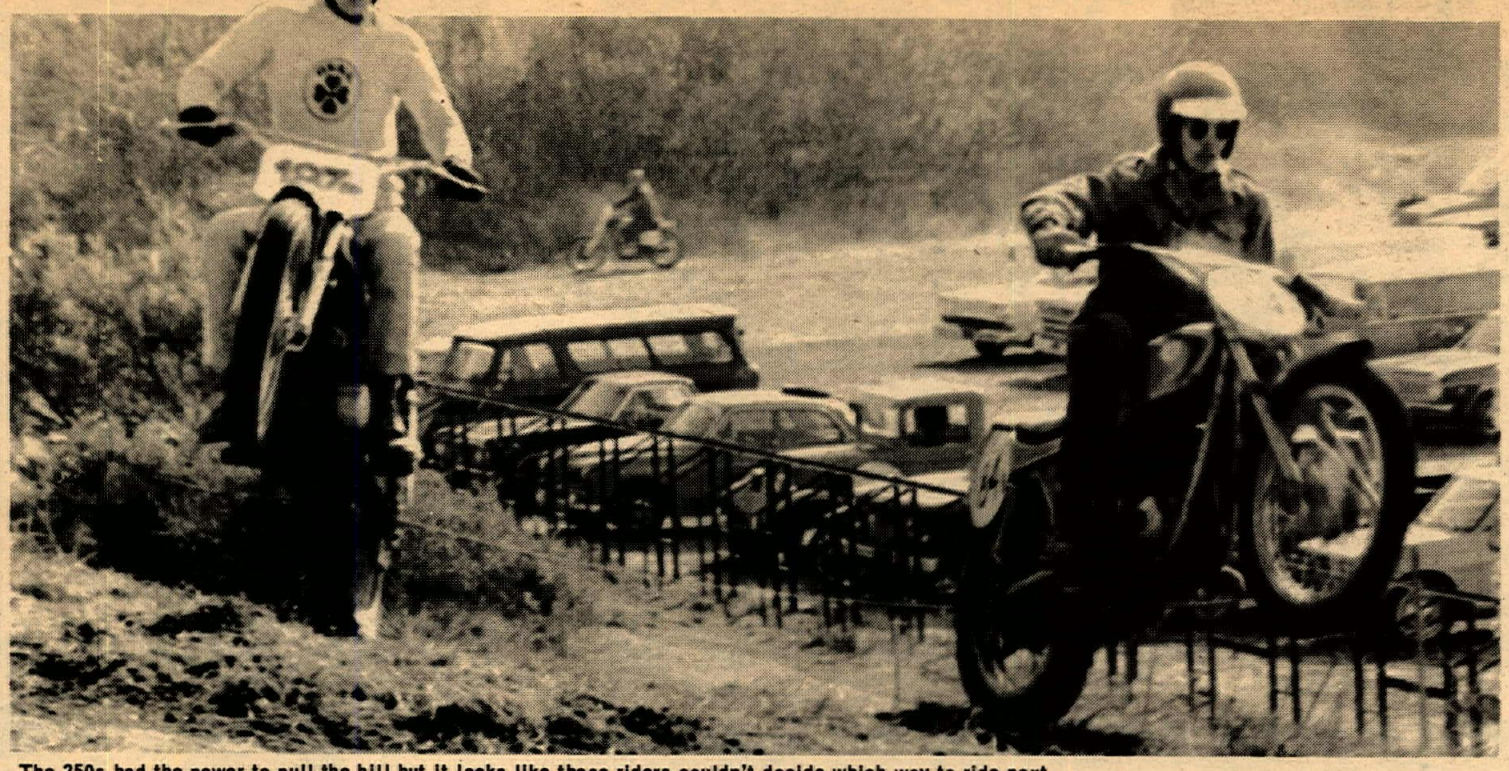
HILLS AT RICHMOND MOTOCROSS



The 250s had the power to pull the hill but it looks like these riders couldn't decide which way to ride next.

By Bill Smith

RICHMOND, CALIF. Dec. 7, 1969 – The first race of the day, of course, was the small bore 0-125 Novice Class. With no practice at all, the riders were concerned if they could even make the very steep up hills, or for that matter, the down hills.

Most riders did walk the course to see where it went, which was a mistake for some. After they had seen, some put their bikes back on their trucks and just spectated.

Finally, Marvin Remakel, riding a Yamaha, settled down to do the job and won in run away fashion in the next two motos. Rick Lewis, Bultaco mounted, riding for Dam Cycles, took second place way out in front of third place finisher, Jerry Cochrane, riding a Yamaha.

To say the least the course was very hard for all riders. Even the 40 inchers did not make it up this place changing hill every time.

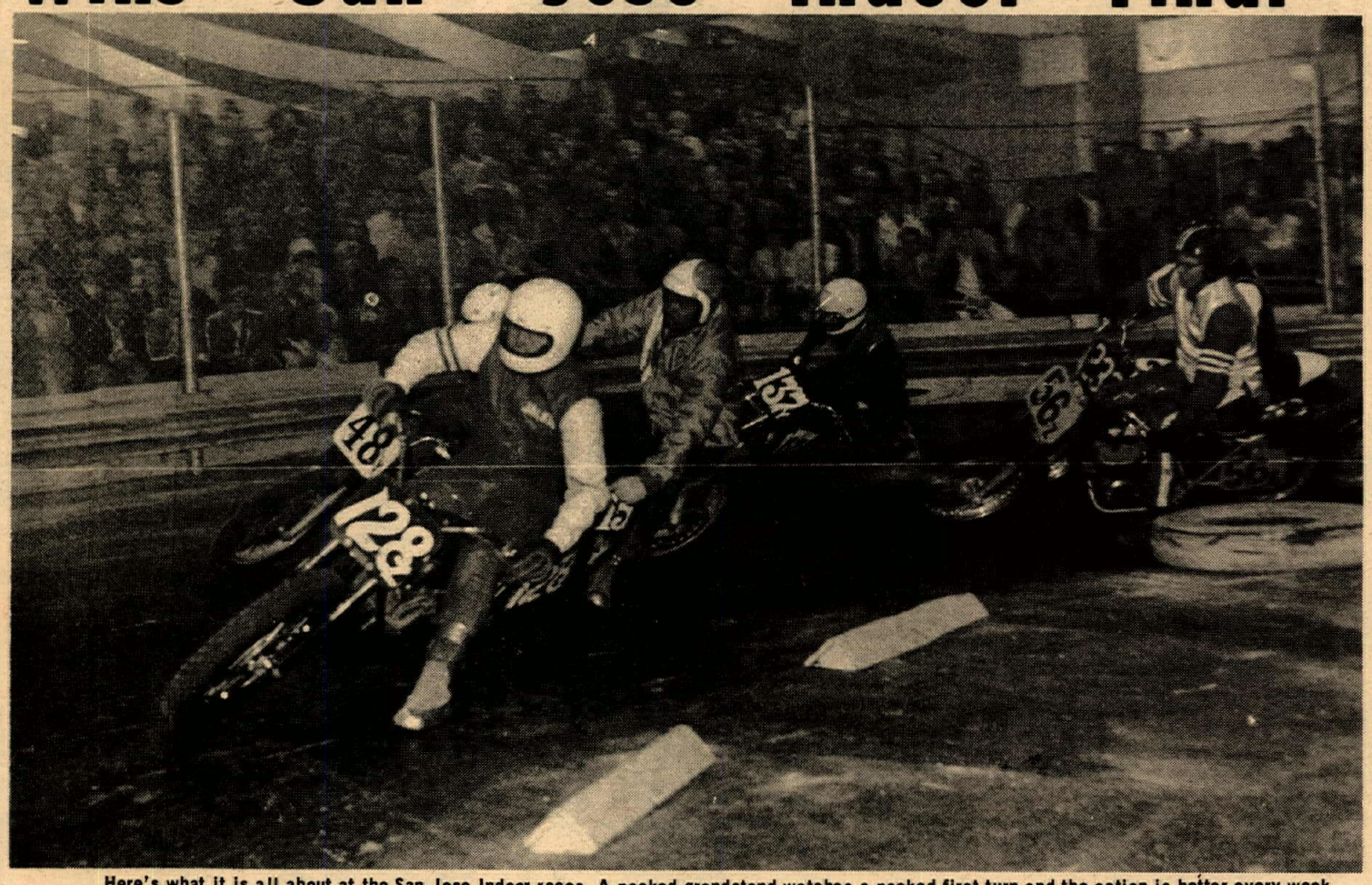
The 250 Expert motos found John Paro (The Paco Kid) winning all three motos on a Suzuki. But he had his own troubles with the hill. He was out front in each moto only to lose it and had to come from dead last in the last two to win. In one lap he even had a mess of wire in his rear wheel which he had to clear out before he could go on. A very fine ride indeed from the Paco Kid, riding for Dam Cycles. Second spot went to Bultaco rider, John Fite, who rode out front most of the time while Paco was down. John was the only rider to make the hill every time. A well deserved second place for the Sacramento boy from C&R Cycle World.

First 250 Amateur went to Yamaha mounted John Scott. With a strong running Harley-Davidson, Robert Young took second place honors.

The Richmond Ramblers, as always, ran a very well organized event. The riders for the most part had fun and the spectators loved every minute.

(Results on page 17)

Wins San Jose Indoor Final



Here's what it is all about at the San Jose Indoor races. A packed grandstand watches a packed first turn and the action is better every week.

and Greg Hodges, Suzuki, fought it out for second place with Sage passing through the pack just in front of Hodges. Both did fine jobs.

The four heat races brought out good action for the fans as Heat #1 saw Brelsford dog the rear tire of Jerry Baugh, riding an Ossa. Baugh was very aware of Brelsford being there and was lucky to survive the onslaught.

Greg Hodges won Heat #2 after demonstrating a new two-step fall-over dance, seldom seen in racing. Butch Corder, on a Triumph, had it wrapped up but lost a connecting rod. Newcomer Pat Rooney, on Yamaha, did it in the third heat as early leader Bob Scally, Bultaco, lost front traction. Scally's eight bike length lead was the longest of the evening, but the horrible Scally touch was present and knocked him over. He still managed to salvage a fifth.

Bruce Teixeira, Bultaco mounted, beat Scally in the 10-lap consolation by doing a seldom seen trick. He started fifth and on the third lap came from the outside to the inside and into second place behind Jay Kanemoto. He would have stayed there except that Jay sheared a flywheel on lap eight and had to retire. Jay will join Uncle Sam this month for a tour and we all wish him well.

(Results on page 17)

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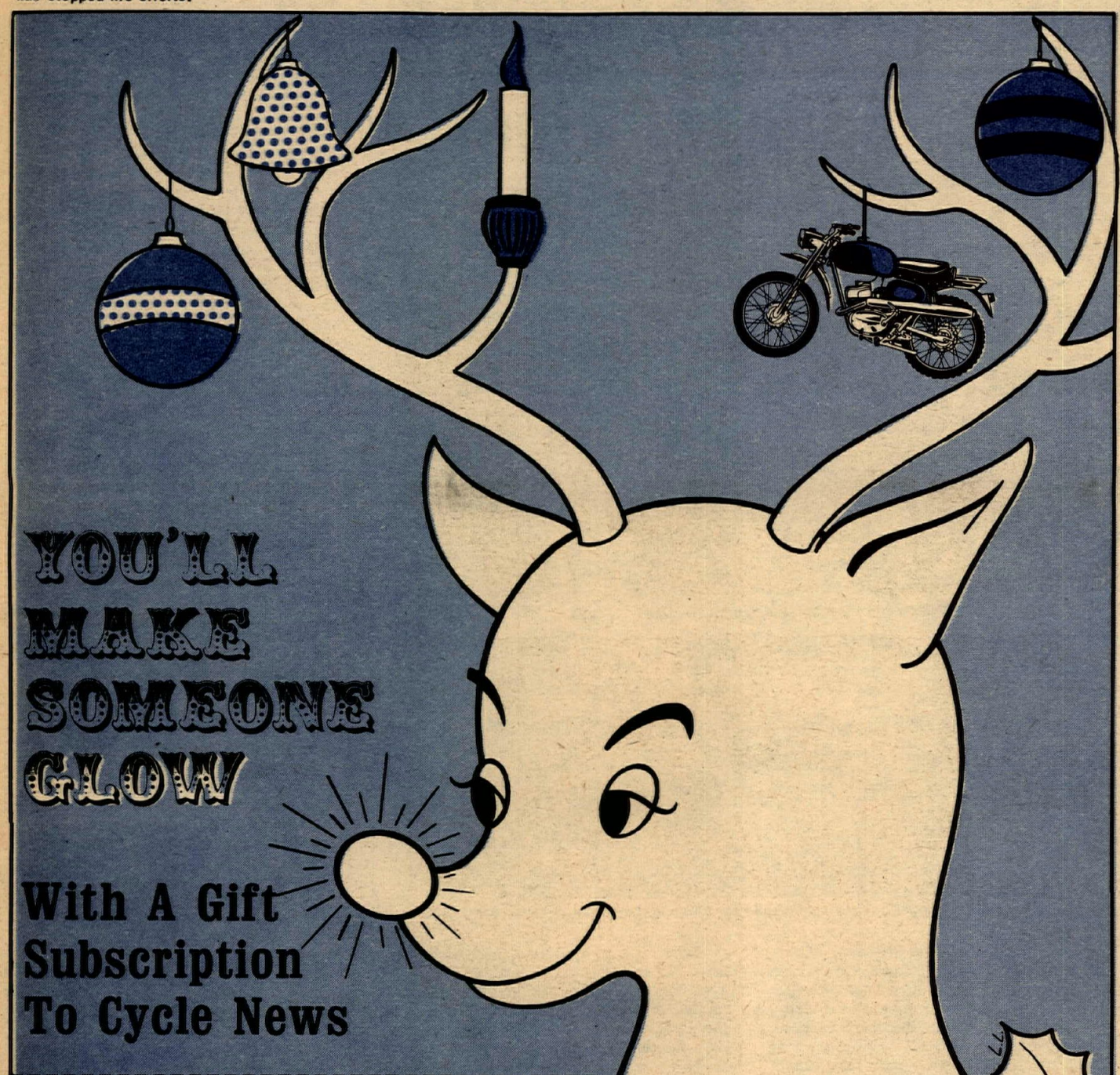
A feet up full power slide around the sandy berm. Torsten Hallman led the second moto ahead of teammate Hakan Andersson before a broken rear hub stopped his efforts.

Kring Le

The grand old man of motoc
in him.



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ABOVE: Kring Sweden notch on his Inter-Am win record. RIGHT: Vic Allan just fell out of the clear blue So. Cal. sky.

ds Swedish Team To Saddleback Inter Am Sweep

Dave Bickers showed them that he still had it

Dave Smith gets the most out of the American Eagle using the bank for stopping power.

You can't watch the races all the time.

ABOVE: Arne Kring carved another notch on his Inter-Am win record. RIGHT: Vic Allan just fell out of the clear blue So. Cal. sky.

KRING KING-

Klinches Series For Husky

Photos by Terry Pratt, Action Photo, Tom Culp, C. Clayton

ORANGE, CAL. Dec. 14th, 1969 – The hills of Saddleback Park swarmed with approximately 20,000 sun-drenched spectators who gathered to watch Arne Kring spark the Swedish Husqvarna team to a three-position sweep of the 1969 Inter-Am finale. Based on unofficial tabulation Kring is the series winner, having posted more wins than anyone else on the tour.

Arne won the second and third moto on Sunday and dropped only one place in the first heat behind teammate Bengt Aberg. Bengt was second overall and third went to Hakan Andersson.

Winner of the non-Swedish category and fourth overall was Vic Allan. Scotsman Vic had his Greeves' wick turned up all day and pulled off a third in the second moto and a fifth in the final heat. Ake Jonsson rode the opening lap of the second moto in dead last position but hard work earned him a fifth at the end of the day.

Highest placing CZ rider was Jiri Stodulka who was sixth just ahead of CZ mainstay, Roger DeCoster. Joel Robert had returned home reportedly favoring a recurrent back injury.

The Husky domination began early when Kring, Torsten Hallman and Andersson became the avant garde of the first moto. Jonsson, Dave Smith on the American Eagle, Stodulka and Aberg followed.

Smith seemed to be in full command of fifth spot but a fried piston ended one of the better showings of the American Eagle team. Another Eagle rider, Ray Jordan, was ninth at sundown.

Starting from seventh place, Aberg steamrollered over everyone in sight and even got past Kring in the final laps. DeCoster was also making up for a lackluster start and picked off several riders to get fifth. Dave Bickers snapped off the contact points breaker arm and took a DNF.

The second act had a new cast; for a while at least. The man who started it all over here, Torsten Hallman, led the first laps but was pressured by Stodulka. Torsten had to write off the day when his rear hub destroyed itself.

This race found some good people going through the ropes. Jonsson, DeCoster and Aberg all either crashed or toured the infield. Kring, who had been third, took over the lead and after a tussle with Vic Allan, Andersson got second. Bengt Aberg, who even crashes quickly, got back up for fourth.

The final moto had the gallery cheering for old favorites. Dave Bickers eclipsed most of the pack on the high side of the first turn. He then passed Aberg and Jonsson to challenge Kring for the lead. Dave was riding like the Bickers famed in song and fable. He seems to delight in throwing a rooster tail across a section that a lesser rider would brake through.

DeCoster also showed inspiration and bumping off seven riders before the flag fell. Bickers finally let Aberg past and Jonsson disappeared for awhile and was later seen dragging enough weeds to make a hay bale.

Both Gary Bailey and Barry Higgins were off form and finished 15th and 16th respectively. Lars Larsson was eighth overall but if you think that Lars rides too much like a European then Bill Silverthorn was the first American. Bill was tenth, just ahead of Bob Grossi, Tim Hart, Mark Blackwell and Russ Darnell.

(Results on page 17)

PLEASE TURN TO PAGE 5

HARE & HOUND
Barstow, Calif.
Nov. 29, 1969

J.N. Roberts	500 E	Hus
Gene Smith	650 E	Tri
Steve Kirk	500 E	Mon
Bobby Ferro	650 E	Tri
Bruce Dunford	500 E	Hus
Dick Vick	650 E	Tri
"Whitey" Martino	500 E	Hus
Tom Muto	250 E	Hus
C. Hermansen	250 E	Bul
J. Byers	500 E	Ric
J. Dorman	650 E	Tri
B. Arison	650 E	Tri
T. Smith	500 E	Mon
M. Freeny	500 E	Gre
J. Corning	250 E	Hus
G. Walker	500 E	Hus
R. Weatherwax	500 E	Gre
J. Bailey	650 E	BSA
B. Riley	500 E	Hus
G. Preston	250 E	Yam
B. Bubar	650 A	Tri
D. Watkins	250 A	Mon
D. Trib	250 A	Hus
R. Hall	250 A	Yam
G. Cole	250 E	Mai
B. Reddish	650 E	Tri
R. Dotson	500 N	Gre
B. Ewing	500 E	Hus
J. Perkins	250 E	Yam
T. Scales	500 A	Hus
S. Dempsey	650 E	Tri
M. Dahlquist	500 A	Hus
J. Cameret	500 E	Hus
T. Center	650 E	Tri
D. Dailey	500 N	Mai
R. Rondell	650 E	Tri
B. Browman	500 A	Hus
G. Schmid	250 A	Bul
G. Zuber	250 E	Yam
D. Kline	250 E	Gre
Tom Smith	500 A	Hus
G. Thomas	250 E	Hus
M. Switzer	650 E	Tri
J. Kindsvogel	250 A	Yam
W. Peterson	500 E	BSA
C. Swafford	500 E	Tri
D. Crawford	350 E	Bul
J. McClurg	250 E	Yam
K. Weston	500 N	Mai
R. Brown	500 N	Hus
D. Brassfield	250 N	Yam
M. Wade	250 A	Hus
D. Groover	250 E	Oss
W. Garrett	125 N	Kaw
T. Clark	100 E	Kaw VT
F. Morgan	125 A	Yam
R. Forrest	650 A	Tri
L. Green	250 N	Yam
S. Harris	500 E	Hus
D. Prossen	250 A	Hus
R. Garrett	500 N	Hus
B. Sizer	250 A	Yam
M. DeVries	500 A	Hus
P. Roberts	500 N	Hus
R. Ragsdale Jr.	250 A	Yam
P. Shipley	500 E	Gre
D. Hill	500 A	Hus
R. Dugan	500 N	Hus
T. Haug	250 N	Hus
J. Hall	250 A	Bul
M. Miller	250 A	Yam
W. Duncan	250 A	Hus
J. Beres	250 A	Bul
J. Ross	350 E	Hus
C. Barak	500 N	Hus
D. Gilman	500 E	Hus
T. Zarp	500 A	Hus
M. Burke	650 E	Tri
C. Spahr	650 A	Ric
J. Goldberg	650 E	Tri
J. Lane	500 N	Hus
G. Alguire	650 E	Tri
B. Mikulski	500 N	Hus
R. Griewe	250 N	Hus
R. Waters	250 A	Hus
D. Pierce	250 N	Yam
W. Grossi	650 A	BSA
J. Wright	100 E	SS Hod
R. McElroy	750 N	Nor
L. Cox	500 N	Hus
E. Shinault	500 E	Hus
M. Batten	250 N	Yam
C. Folks Jr.	125 A	Sac
D. Kude	250 N	Hus
R. Trusty	250 N	Bul
T.A. Lee	250 N	Bul
C. Cannady	125 E	Sac
E. Farell	650 E	Ric
A. Rodgers	650 E	Tri
D. Loftin	650 A	Tri
B. Ydiando	250 E	Hus
J. Ramsay	125 N	Sac
Uncle Bill	250 E	Bul
D. Gruver	350 N	Duc
A. Knapp	500 A	Hus
B. Bradshaw	650 A	Tri
D. Edgar	125 E	Puc
F. Jackson	250 N	Yam
D. Houser	350 A	Bul
G. Randal	650 N	Tri
W.L. Turner	250 A	Bul
D. Tooman	250 N	Hus
C. Rufi	250 A	Yam
R. Rieger	250 N	Bul
G. Niederhuth	250 A	Bul
J. Randall	500 A	Hus
R. Hobbs	250 A	Yam
C. Morris	250 N	Yam
R. Sloan	650 E	Mat
J. Coots	100 E	Pen
C. Shleif	250 E	Whi
J. Froelich	100 E	Bul
S. Fortner	100 E	Hod
G. Baker	250 N	Hus
D. Martin	125 A	Yam
N. Cobbs	500 E	Hus
R. Hughes	650 A	Tri
J. Warren	250 A	Suz
A. Johnson	650 N	Tri
P. Highfill	500 N	Bul
R. Lewis	250 N	Yam
M. Gower	175 A	Yam
F. Graef	250 N	Yam
B. Gibson	500 E	Gru
R. Henry	250 A	Bul
R. Burpo	250 N	--
D. Walker	500 E	Tri
D. Goldsmith	100 E	H-D
J. Sumners	100 E	Hod
A. Anderson	500 E	Hus
D. Smith	100 E	Kaw
J. LaBrose	250 N	Hus
E. Martony	250 A	Yam
R. Morrow	500 A	BSA
A. Hillam	250 A	Yam
R. Martin	175 A	Oss
D. Deinhard	500 N	Hus
J. Mulleneaux	500 E	Hus
C. Nelson	250 A	Hus
R. Flaming	250 N	Yam
S. Evans	500 N	Hus
D. Hughes	250 N	Yam

RESULTS

D. MacDonald	650 A	Ric
B. Smith	500 N	Hus
B. Johnson	350 A	Hon
J. Huegel	250 N	Yam
W. Rasperson	500 E	Hus
R. Klassen	100 E	Sac
B. Bridges	100 N	Suz
M. Burton	500 E	Hus
S. Throgmorton	250 N	Bul
K. Westergaard	500 N	Hus
J. Neuburger	250 N	Bul
G. Herington	250 N	Hus
J. Murrin	650 N	Tri
L. Miller	650 A	Tri
E. Scheidler	100 E	Yam
E. Young	250 N	Yam
T. Radecre	650 N	Tri
D. Mosley	250 N	Yam
M. Wilson	100 A	Hod VT
N. Niles	500 E	C-Z
D. Sillings	125 N	Eag
M. Lane	125 E	Yam
R. Williams	500 A	Mai
B. Schlumpberger	250 N	Yam
D. Darrow	250 E	Oss
C. Miller	650 N	Tri
B. Saiger	250 N	Yam
B. Taylor	250 N	Yam
K. Bourgeois	100 A	Hod
A. Peppel	100 E	Hod
R. Bell	250 N	Yam
B. Klock	100 A	Hod
P. Coffman	500 N	Bul
A. Rasmussen	250 A	Bul
R. Riddell	500 N	—
R. Willeford	125 N	Sac
R. Waldon	100 A	Sac
B. Dietz	250 N	Hus
G. Symonds	500 N	Hus
E. Alexander	175 N	Yam
K. Starforth	350 E	Duc
D. Memmott	250 N	Hus
H. Mortenson	650 E	Tri
J. Wilkerson	250 E	Jaw
M. Spangler	350 E	Mai
J. Etchart	500 N	Mai
J. Landry	125 N	Yam
L. Geese	500 E	Hus
J. Durand	250 E	Yam
E. Crowell	100 E	Hod
J. Brewer	250 N	Yam
S. Smith	250 N	Hus
D. Brassfield	125 N	Sac
D. Knudsen	250 N	Bul
M. Roosendahl	500 E	Gre
K. Tennis	125 E	Yam
B. Dailey	250 E	Yam
W. Waters	500 N	Hus
R. Parton	250 N	C-Z
H. Gunn	500 E	Hus
R. Russell	500 N	Hus
N. Paris	125 N	Yam
E. West	100 A	Pen
B. Kelly	350 N	Hon
T. Wyrembek	250 N	Yam
R. Zumwalt	125 N	Sac
R. Hamric	250 N	Gre
R. Waldbaum	250 N	Bul
M. Casper	100 N	Hod
L. Marquardt	200 N	Bul
B. Fulton	250 N	Yam
R. Murdock	250 N	Yam
R. Dotson	250 N	Hus
E. Steffen	175 A	Yam
E. McIntyre	250 N	Gre
K. Gifford	250 N	Hus
W. Marshall	125 N	Sac
R. Lewis	250 N	Yam
T. Kearns	250 N	Bul
B. Murphy	650 N	Tri
J. Oehler	250 N	Hus
S. Hetrick	250 N	Gre
J. Marsh	250 N	Kaw
T. Cotes	650 N	Tri
G. Dean	125 N	Yam
D. Steffan	500 N	Tri
R. Graham	250 A	Hus
J. Greenlee	100 E	Hod
D. Bohannan	650 E	Tri
D. Gaide	250 A	Hus
J. Ruzicka	250 E	Yam
D. Morgan	100 A	Mad
B. Safford	250 N	Bul
I. Mizen	650 E	Tri
J. Scarberry	100 N	Hod
T. Fee	100 E	Sac
B. Barandenburg	650 N	Tri
S. Gorgura	650 A	Tri
B. Oltman	250 E	Yam
K. Sixbery	250 N	Yam
R. Lewis	100 A	Hod
J. McNair	250 N	Hus
L. Davidson	650 N	Tri
C. Willis	500 N	BSA
M. Angelo	250 N	Yam
J. Grey	125 N	Sac
G. Himango	175 N	Yam
R. Nickelsen	250 E	Bul
L. Dobbs	250 N	Hus
G. Geyer	250 E	Yam
J. Schroeder	125 E	Sac
P. Langham	250 N	Yam
G. Wilburt	500 N	Mai
J. Domay	100 A	Sac
R. Nielsen	250 E	Bul
G. Kobzeff	500 N	Hus

TT SCRAMBLES
Elsinore, Calif.
Dec. 6, 1969
By Lorri Lee

POWDER PUFFS
M. Grigg Yam
L. Rhyme Hon
I. Byrnes Kaw
J. Grigg Yam
100 NOVICE NOVICE
E. Gardiner Kaw
K. Joyce Hod
125 & UP NOV. NOV.
M. Maiefski A-E
S. Dunscombe Yam
100 NOVICE
R. Morrison Kaw
K. Miller Kaw
B. Hosford Bul
B. Russ Hon
125 NOVICE
W. Burdine Yam
S. Tinsley Yam
R. Bailey Yam
250 NOVICE
M. Hogoski Oss
V. Steeber Yam
C. Heram Yam
G. Anderson Bul
350-500-OPEN NOV.
T. Dill BSA
B. Mayer Hon
G. Jarman Bul
100 EXPERT
R. Morrison Kaw
L. Shaw –
D. Hopkins –
125 EXPERT
L. Bird Yam
K. Tennis Yam
D. Tudor Yam
200 EXPERT
L. Bird Yam
K. Tennis Yam
L. Hardison Bul
250 EXPERT
R. Powell Kaw
V. Hannon Kaw
B. Bartels Bul
500-OPEN EXPERT
P. Armstrong Tri
B. Fulton A-E
B. Baker Bul
D. Harlan BSA
SPECIAL EXPERT
R. Powell Kaw
B. Bartels Bul
V. Hannon Kaw

DESERT RATS
FUN RUN
Holiday, Calif.
Dec. 7, 1969
By Bobbie Hedges

125 JR.
C. Hechart Pen
J. Denny Hod
C. Wierzbicky Pen
D. Boman Sac
R. Thomas (tie) Hod
J. Capelli Yam
L. Balicki Hod
J. Mello Hon
125 SR.
J. Pierce Yam
M. Mulligan Pen
J. Mallett Sac
G. Southwick Hod
A. Miller Kaw
J. Armendarez Hod
P. Borgese Hod
OPEN JR.
S. Patterson Mai
S. Stiles Bul
D. Buck Bul
G. Hummer Bul
W. Denny Mai
P. Lanphere Yam
J. Tomlinson Gre
OPEN SR.
J. Rouse Bul
P. Denny (tie) Mon
B. Fahler Bul
M. Merriman Hus
R. Morrison Bul
L. Miller Tri
G. Page Bul
M. Lanphere Yam
D. Hedges Mon

CMA MOTOCROSS
Salt Lake City, Utah
Dec. 7, 1969
By Larry Knop

100cc
Will Terry Hod
Tagg Guio Hod
Steve Cooley Hod
125cc
Jon Henry Yam
Warren Spencer Yam
Bryan Shaeffer Yam
250cc B
Woody Lawhon Yam
K.S. Dickey A-E
Jim Curtis Yam
250cc A–OPEN
Frank Myers Hus
Dave Crandall Hus
Pete Crandall Hus

COWBELL DERBY
125 Mile National
Championship Enduro
Official Results
Nov. 9, 1969

OVER-ALL HIGH
POINT MAN
Jim Kelley –958– Yam 250
CLASS A 101-200cc
George Chase 939
Paul S. Murphy 930
Ken Gerard 912
CLASS A 201-300cc
Richard Day 934
Ray Bennett 934
Ray Atkinson 916
Don Hoffman 900
Bill O'Brien 899
David Ambuehl 886
Bill Trumbull 874
Mark Stover 856
CLASS A 301-400cc
Conrad Dealba 914
R. McClintock 904
Richard Sangalli 882
CLASS A 401-500cc
Dave Reynolds 900
Bill Saltzman 892
Garve Nelson 856
CLASS A 501-OPEN
Bill Dorresteyn 878
LADIES CLASS
Lori Manly 586
Elaine Kerrigan 182
CLUB PARTICIPATION
TROPHY
Trailbike Sportsman Assn.
MOST DISTANT RIDER
Buck Walsworth Indiana
CLASS B 9-100cc
Gary Collard 925
Paul Mitterbach 765
Bruce Delong 726
Frank Robinson 702
James Delong 692
James Capel 663
John Mills 662
CLASS B 201-300cc
Steve Marsh 951
Dean Lawson 945
Ernest Lozano 935
Roger Williams 928
D. Montgomery 918
Kent Richabaugh 914
Pat Kavanaugh 904
Jim Tanner 904
Guy Carlson 898
Bob Bills 897
Chuck Shipman 888
Don Hague 871
Gary Roberson 870
Dave Jackson 868
Billy Green 868
Richard Maxwell 866
Ken Willingham 862
Gary Lambert 861
David Jensen 860
Dean Croney 858
P. G. Whitney Jr. 855
Richard Miller 853
James Creech 848
George White 846
Jeffrey Martinez 838
Edward Rogers 836
Gerry Newton 830
CLASS B 101-200cc
Kim Proctor 937
Wayne Williams 895
Ed Estrada 895
Gordon Cottrell 886
Scott Lindgren 880
Ron Cushing 878
Dave Frediani 877
Gary Fedderson 842
Bob Sorensen 841
Walt Powers 802
Leroy Nygaard 802
Joseph Fetter 767
David Dix 756
Ed Echelberger 732
CLASS B 301-400cc
George Johnson 916
Dave Souza 896
John Taylor 880
George Neilson 876
Glenn Reed 870
Ken Quick 854
Bill Austin 830
Van Walbridge 823
CLASS B 401-500cc
Jim Shepherd 939
Robert Rogstad 933
Bob Sand 878
John Ledford 862
Les Owen 818
CLASS B 501-OPEN
Mike Wright 869
Mel Thomas 867
TEAM TROPHIES
1st PLACE
William Saltzman 892
George Neilson 876
Richard Sangalli 882
2nd PLACE
Chuck Shipman 888
Vern Weldy 762
Jerry Sterger 774
3rd PLACE
Gary Roberson 870
Walt Powers 802
Carvel Hase 726

ENGLISH TRIALS
Murders Gulch, Calif.
Nov. 30, 1969

EXPERT
V. Boocock Bul
R. Hood Mon
P. Olliges Bul
L. Cohee Bul
J. Irons Oss
P. MacDonald Bul
R. Ingalls Bul
L. Chubick Bul
AMATEUR
S. Vanderhoof Bul
J. Blailock Bul
A. Garrahan Bul
D. Belvoir Bul
M. Chubick Bul
A. Webb Jr. Bul
T. Patton Bul
L. Fraley Bul
K. Vanderhoof Bul
J. Ward Bul
NOVICE 125cc
G. Chubick Hod
M. McGowan Bul
J. Eckels Yam
K. Ingalls Ing
J. Cox Yam
S. Ulmer Yam
D. Ends Yam
C. Roles Hod
K. Burns Yam
S. Hatch Hod
T. Harrison Bul
S. Gabel Sac
E. Angle Yam
R. Wrest Kaw
C. Jensen Kaw
H. Hatch Hod
K. Thompson Bul
L. Jensen Yam
W. Holloway Kaw
F. Porteous Sac
L. Lyon Bul
C. Bonar Hod
M. Clancy Hod
NOVICE OPEN
D. Qualls Bul
R. Reinitz Bul
G. Roberson Bul
E. Lafreniere Cot
J. Persson Cot
K. Proctor Yam
M. Benedick Mon
R. Trott Yam
T. Wallis Gre
S. Darrow Bul
R. Tyson Bul
B. Hanlon Cot
R. Scholl Bul
M. Jacobson Bul
D. Timmons Bul
Q. Clark Bul
N. Rancourt Mon
R. Lyon Mon
P. Willett Bul
R. Keeping Bul
B. Penland Bul
E. Hadler Bul
C. Broggdon Bul
S. Peterson Bul
D. Dwyer Bul
G. Pendleton Jaw
B. Roles Yam

FLAT TRACK AND
T.T. SCRAMBLES
South Gate, Calif.
Dec. 12, 1969
By Dennis Greene

FLAT TRACK
100cc
Allen Swett Cen
Bob Sanders Kaw
Bob Brooks Kaw
Tim Beason Kaw
Mark Revels Kaw
125cc
Jim Raymond Yam
Raymond Wunno Bul
Danny Corbett Yam
Gregg Evans Yam
250cc
Jim Raymond Oss
D.C. Ralph Bul
Eugene Smith Bul
Larry Stapleton Yam
Gary Hanes Bul
T.T.
100cc
Bill Dobbs Kaw
Bob Brooks Kaw
Tim Beason Kaw
John Sperry Yam
Rob Morrison Kaw
Mark Revels Kaw
125cc
Jim Raymond Yam
Gregg Edans Yam
Gary Hardin Yam
Ralph Mulholland Yam
J. Carmello Yam
250cc
Irwin Moon Bul
Chris Smith Yam
Dennis Ralph Bul
Paul Kastriaks Bul
Larry Stapleton Yam
John Killman Duc

MOTOCROSS
Richmond, Calif.
Dec. 7, 1969
By Bill Smith

0-125 NOVICE
Marvin Remakel Yam
Rick Lewis Bul
Jerry Cochrane Yam
Larry Batistoni Yam
250 NOVICE
Hank Lanman Oss
Robert Doran Oss
Jeff Perkins Gre
Larry Batistoni C-Z
Steve Deckard Bul
Paul Bacchi A-E
Steve Corcoran Mon
OPEN-NOVICE
Bruce Harris Hus
Bob Hanson Hus
R. McCready Hus
B.Curtis Eaves Hus
250 AMATEUR
John Scott Yam
Robert Young H-D
Paul Huges Yam
250 EXPERT
John Paro Suz
John Fite Bul
OPEN AMATEUR
Bill Scheider –
OPEN EXPERT
Kelly Hudson Oss
Bill McClinton BSA

SHORT TRACK
San Jose, Calif.
Dec. 6, 1969
By W.H. Spencer

HEAT #1
Jerry Baugh Oss
Mark Brelsford H-D
M. Richardson Yam
Dave Hansen Bul
HEAT #2
Greg Hodges Suz
Pat Rooney Yam
Al Ludwigson Suz
Bob Goodman Bul
HEAT #3
Terry Sage Bul
Mike Thompson Duc
Joe Henry Tri
Ron Wisler Duc
HEAT #4
Chal Dececco Tri
Bill Morgan Bul
Joe Soto Bul
Jack Paro Suz
SEMI #1
Jerry Baugh Oss
Mark Brelsford H-D
Terry Sage Bul
Joe Henry Tri
Bob Goodman Bul
SEMI #2
Bill Morgan Bul
Chal Dececco Tri
Greg Hodges Suz
Pat Rooney Yam
TROPHY DASH
Mark Brelsford H-D
Chal Dececco Tri
Bob Scally Bul
Greg Hodges Suz
CONSOLATION
Bruce Teixeira Bul
Bob Scally Bul
Ian McLaughlin Duc
Beck H-D
MAIN
Mark Brelsford H-D
Terry Sage Bul
Greg Hodges Suz
Jerry Baugh Oss
Bill Morgan Bul

T.T. SCRAMBLES
Huntington Beach, Calif.
Dec. 14, 1969
By Al Snow

100 NOV.
Rob Morrison Kaw
Rick Isbell Kaw
Johnny Montez Kaw
Chris Morland Hod
Keith Crecelius Kaw
Robert Butt Kaw
Larry Tremblay Hod
Tom DeCoey Hod
John Rice Suz
Guy Erickson Suz
Tom Manok Hod
Chuck Isbell Kaw
100-125-175 EXPERT
Kirk Redding Kaw
Jim Raymond Yam
Greg Wickam Suz
C. Heighland Yam
Doug McIntyre Suz
Darrell Smith Bri
S. Stanfield Kaw
D.C. Ralph Yam
Dennis Wall Yam
Ray Wunno Bul
Don Dobbins Yam
Mark Kruse Kaw
125-175 NOV.
John Swinko Bul
Keith Hueth Bul
Steve Tinsley Yam
A. Abbott Bul
Robby Burg Yam
John Rice Kaw
Bill Gray Yam
John Gant Yam
Carrigan Brown Oss
Ted Schamel Yam
Chuck Hanson Yam
Roger Dobbins Yam
250 NOV.
Jerry Formbly Yam
Vincent Zine Yam
Robert Bivens Oss
D. McKillip Bul
F. Timberlake Kaw
Mike Curoso Bul
Charlie Larson Yam
Dan Headrick Tri
Mel Stoner Yam
James Elliott Yam
250 EXPERT
Mike Hannon Bul
Greg Wickam Bul
Jim Raymond Mon
Tom White Bul
T. Francisco Oss
Larry Stapleton Yam
David Brooks Bul
D.C. Ralph Bul
Bill Silvis Bul
Jim Shipman Kaw
350 OPEN NOVICE
Ron Moreno Tri
Tony Dell BSA
Norm Fleece Tri
Tom DeCoey Duc
S. Robertson BSA
Dave Leonard Tri
350 OPEN EXPERT
Dennis Kanegae BSA
Dave Lenar BSA
Steve Eldredge Tri
Richard Marquis Hon
Arvil Sparks Tri
M. Chamberlain Tri
R.E. Phillips BSA

SPORTSMAN MOTOCROSS
Saddleback Park, Calif.
Dec. 14, 1969

500 cc JR.
Carl Cotton A-E
Mike Chamberlain Mai
Ron Fry Hus
Charles Hecker Mai
Dave Smead Hus
J. Biedenbach C-Z
Jim Crook C-Z
David Thompson Mai
Bill Jones A-E
Phil Mailloux Hus
Warren Burrell Bul
C.S. Nicholson BSA
Ed Popelka Mon
B. Fraunenberger Bul
Bill Baxter Bul
Lee Haase Mai
Bruce Anderson Hus
Jesse Goldberg Mai
Al Wurtzel C-Z
Richard Juarez Bul
Nick McLeod Hus
Benny Chien C-Z
250 cc JR.
Bill Clements Hus
Steve Hammer AJS
Bill Harris Mai
Larry Nolan C-Z
Terry Trachy Hus
Jim Henry Mai
Bill Gomen C-Z
Mary McGee C-Z
Willard Fletcher Hus
David Boydsten Yam
Jeff Heininger C-Z
Darryl Bassani Bul
David Lopera Hus
Mark Nohr Mai
George Etheridge C-Z
Dave Rogers Bul
Charles Smith Yam
Ron Wike Mon
Tony Brickel C-Z
John Maeda Mai
Tom Mock Kaw
Charles DeWitt Yam

MOTOCROSS
Austin, Texas
Nov. 30, 1969
By John Blanton

125cc NOVICE CLASS
James Sloan Kaw
Jack Hicks Pen
Rex Davis Eag
Dick Sander Yam
Charles Kirk Yam
Roy Burton Hod
125cc SENIOR CLASS
John Loughlin Eag
James Haecker Yam
Charles Eller Yam
Doug Parks Yam
J.B. Henry Yam
Frank Gourley H-D
250cc CLASS
Wyman Priddy Mai
Robi Holbert Oss
Bill Kasson C-Z
John Smith Oss
Carlos Ramirez Eag
Delbert Meeker Kaw
George Sanders Bul
OPEN CLASS
Pat Rogers Hus
Ramon Dasch C-Z
Joe Rachel Mai
Dean Burton BSA
Kenneth Wilson Hus

RESULTS

SADDLEBACK INTERNATIONAL
MOTOCROSS
Orange, Cal.
December 14, 1969

500cc INTERNATIONAL
Arne Kring Sweden Hus
Bengt Aberg Sweden Hus
Hakan Anderson Sweden Hus
Vic Allan Scotland Gre
Ake Jonsson Sweden Mai
Jiri Stodulka Czech. C-Z
Roger DeCoster Belgium C-Z
Lars Larson Cal. Hus
Ray Jordan England A-E
Bill Silverthorn Cal. Hus
Bob Grossi Cal. Hus
Tim Hart Cal. Mon
Mark Blackwell Cal. C-Z
Russ Darnell Cal. Hus
Gary Bailey Cal. Gre
Barry Higgins N.Y. C-Z
Mike Runyard Cal. Mon
Bob Maynard Cal. Mai
Jim West Cal. AJS
Bill Uhl Idaho Hus
Bob Paquette Mass. Mon
Otto Weyer Mich. Mai
Chuck Lunde Cal. C-Z

Dirt Diggers North
DO IT AGAIN!
MOTOCROSS
SUN. – JAN. 11 Helvetia Park

1 – 33 – 1 – 33 – 1 – 33 – 1 – 33 – 1
ASCOT MOTOCROSS
RIDERS SCHOOL
conducted by
GARY BAILEY
Dec. 27 7:30 a.m.
33 – 1 – 33
1 – 33 – 1 – 33 – 1 – 33 – 1 – 33 – 1

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It's Rogers At Austin Motocross

By John Blanton

AUSTIN, TEX. Nov. 30, 1969—Instigated last month as a 100cc class, the "novice" competition for beginners was advanced in November to 125cc to allow a wider range of machinery. Overall class winner was James Sloan on a Kawasaki, with a first, a second and a third.

He usually rides a larger bike, but John Loughlin, who quit his engineering job to race motorcycles full time, scored his first local win in the 125cc class on an Eagle. He took three wins ahead of James Haecker (Yamaha) and Charles Eller (Yamaha).

The tightest racing came in the 250cc class where it appeared at first that Wyman Priddy (Maico) would dominate with three wins in a row. But by the third heat, Robi Holbert (Ossa) found that he had a shot at second place overall—if only he could ease Priddy out of first in this last round. Robi led early in the race, but by the final laps he had slipped to Priddy, and he began to plan a desperate strategy. As the two leaders charged for the finish line, the crowd came to its feet. As Priddy shut down for the rough terrain beyond the line, Holbert charged on, full tilt, past the Maico, past the finish and end over end. He was still laughing when they got to him. Third behind Priddy and Holbert was Bill Kasson on a CZ.

Four different marques filled the first four places in the Open Class overall results. Pat Rogers (Husqvarna) was first with three wins, followed by Ramon Dasch (CZ), Joe Rachel (Maico) and Dean Burton (BSA).

(Results on page 17)

Course markers streaming from his Maico, Wyman Priddy leads Robi Holbert (Ossa) as Holbert plans a desperate strategy.

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California

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53 Races Fill Night Card At Elsinore

By Lorri Lee

ELSINORE, CALIF. Dec. 6, 1969 – Saturday was a really big night at Elsinore. A total of 53 races filled the night with excitement.

The 200 Experts were fantastic. L. Bird and K. Tennis were fighting for first while L. Hardison was speeding up from last to first in his last two motos. But L. Bird came in first over all, and Tennis and Hardison tied for second.

The 250 Experts were also putting on a good show all night. R. Powell barreled in first on a Kawasaki. V. Hannon crossed the line second, also on a Kawasaki, ahead of B. Bartels who took third on a Bultaco. All the men in this class tried really hard for first, and the way their heats and semis were finished, no one could tell who was going to win.

The 100 Novices were really putting on a show – everyone wanted that first place position. R. Morrison on a Kawasaki captured first, K. Miller, also on a Kawasaki, won second, B. Hosford on a Bultaco finished third.

The Powder Puffs had a little competition; a minibike was ridden by the littlest Steeber in the third moto. He took third from the beginning and stayed there till the end. M. Grigg came in first over all. L. Rhyme managed second, I. Byrnes took third and J. Grigg followed in fourth.

L. Bird, K. Tennis, D. Tudor, all on Yamahas, were fighting for first place in the 125 Experts, but Bird pulled out in front of them on the jump just before the finish line. Tennis came in second, and Tudor took third.

The 100 Novice Novice was super good. They did the same as the 250 Experts – you couldn't tell who was going to be first. But E. Gardiner on a Kawasaki flew in first followed by K. Joyce who took second on a Hodaka.

The 125 Novice class was won by W. Burdine on a Yamaha. In second, also on a Yamaha was R. Bailey.

(Results on page 17)

CLARK ELATED – TIRE DEFLATED

Terry Clark, racing his new Roehr-Van Tech Kawasaki for the first time, finished first – fifteen minutes ahead of the trail bike field – in the gruelling 145 mile Barstow to Las Vegas Desert Event and he did it running the last miles on a flat tire. Terry's Van Tech Roehr converted Kawasaki was equipped with a Van Tech Roehr Leading Link Front Fork which afforded the superior handling and stability. The Kawasaki 90 engine had been modified with standard modifications from Roehr Bros...the same modifications available for your bike.

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MYERS WRAPS UP CMA MX SEASON

By Larry Knop
Photos by Jack Alin

SALT LAKE CITY, UTAH Dec. 7, 1969—For the last motocross of the season, CMA members spent much time setting up a challenging course. Better than a half inch of wet snow Saturday night and that changed a neat course with a mudhole in it into a neat mudhole with a course on it.

A little snow and mud didn't stop 38 hardy riders and a good crowd of spectators. Under the pounding of the knobbies the course changed from soup to loose putty, which at least provided some traction, and the sun even came out to warm the spectators.

The only rider present to master the course however was Frank Myers on his 360 Husky, and he didn't master it, he beat it into submission. Regular CMA motocrosser Preston Gerber, who has been Frank's toughest competition all year, was away snowmobiling, so Frank took all three heats going away. Just to make it interesting, in the second heat he spotted the other riders 50 yards when his Husky bogged down on the line. Frank has been getting faster and faster lately, as evidenced by his third place in the Sportsman class at the Denver Inter-Am.

Only three Expert riders brought out their 250cc machines, so they rode with the Open class and young Pete Crandall brought his 250 Husky into third place behind Myers and his older brother Dave. Pete has been having more success than Dave, but evidently Dave decided that age should be respected and he did it to his younger brother in convincing fashion.

Dave Crandall goes inside around Carl Weskamp in the open.

Jon Henry caught up with Warren Spencer in the wet snow. Watch for the next Cycle News contest to see who can guess what CMA stands for!

Just the opposite was true with Ken Guio and his 11-year-old son Tagg. Ken, from Big Piney, Wyoming, recently switched from a Greves Challenger to a new 380cc Griffon. Ken impressed both himself and the Husky boys with the Griffon power, but he said he hadn't quite adjusted to those funny-looking telescopic forks. A poor finish in the first heat negated two good thirds so he finished out of the trophies.

Tagg Guio, however, picked up a well-earned 2nd place in the 100cc class. His legs wouldn't quite reach the ground it seemed so he just kept them on the pegs and motored through the mud. Will Terry took home the first place brass on his little 90 Hodaka. No names, but sympathy to those 100cc riders who found themselves pushing their bikes lap after lap across one absolutely flat section. That mud was bad.

At least the 250B class had the power to pull through the mud. They went through sideways and backwards and upside down, but they had the power. K.S. Dickey, on the first American Eagle seen in these parts, looked like he was going to be the one to end Woody Lawhon's winning streak in this class. Woody rides a 175cc Yamaha, and was giving away quite a bit of power to Dickey. Unfortunately in the second heat Dickey cut off a part of the course and got the black flag for his mistake, so Woody took home another 1st and Dickey had to settle for 2nd.

For all the finesse of the Open class experts and all the eagerness of the 250B class riders, the real crowd grabber was the 125 class. The final score was Warren Spencer – 1 mistake, Jon Henry – none; Spencer 2nd, Henry 1st.

(Results on page 17)

SAN FELIPE 500 TO RUN AFTER YEAR'S END

Coming January 30, 31 and February 1, 1970, is the San Felipe 500, an off road event for cars and motorcycles.

The race, sponsored by the Dept. of Tourism of Baja Calif. and the town of San Felipe, will begin and end in San Felipe, running clockwise through Puertecitos, San Luis Gonzaga, Chapala, Rancho Santa Inex, El Rosario, Camalu and Valle Trinidad.

The traditional two motorcycle classes have been retained. Class IV will feature bikes up to and including 250cc engine displacement and Class V will handle motorcycles having an engine displacement in excess of 250cc.

Friday, Jan. 30th, will be devoted to tech inspection at the El Cortez Motel in San Felipe. Motorcycles will start at one-minute intervals starting at 9 a.m. Jan. 31st.

The $75 entry fee for motorcycles will include insurance, gas, and jacket patch, but will not include accommodations.

During competition, each contestant must wear a full coverage safety helmet approved by either the Safety Helmet Council of America or the Snell Memorial Foundation.

The prize money for motorcycles will be 40% of the total entry fee distributed among the first five places in each class. Trophies and prize money will be presented at 8 p.m. Sunday, Feb. 1st at the El Cortez Motel.

Proceeds from the race are to go for San Felipe's town improvement.

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2nd– Steve Sayler (BRIDGESTONE)

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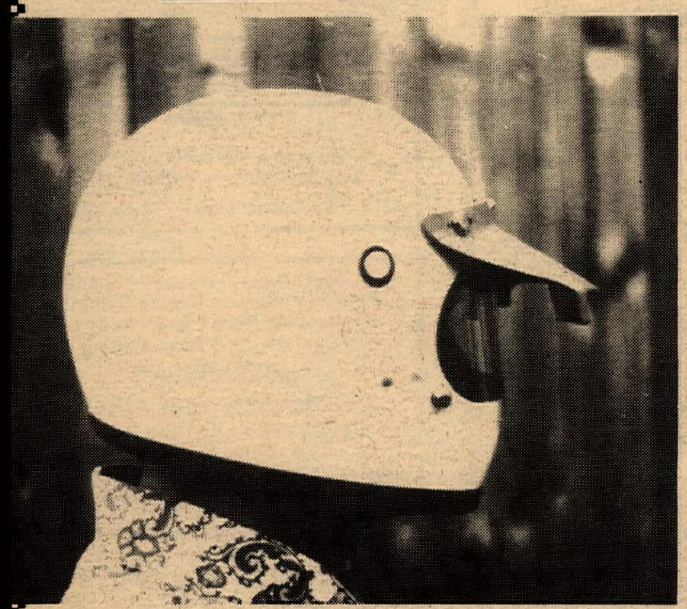

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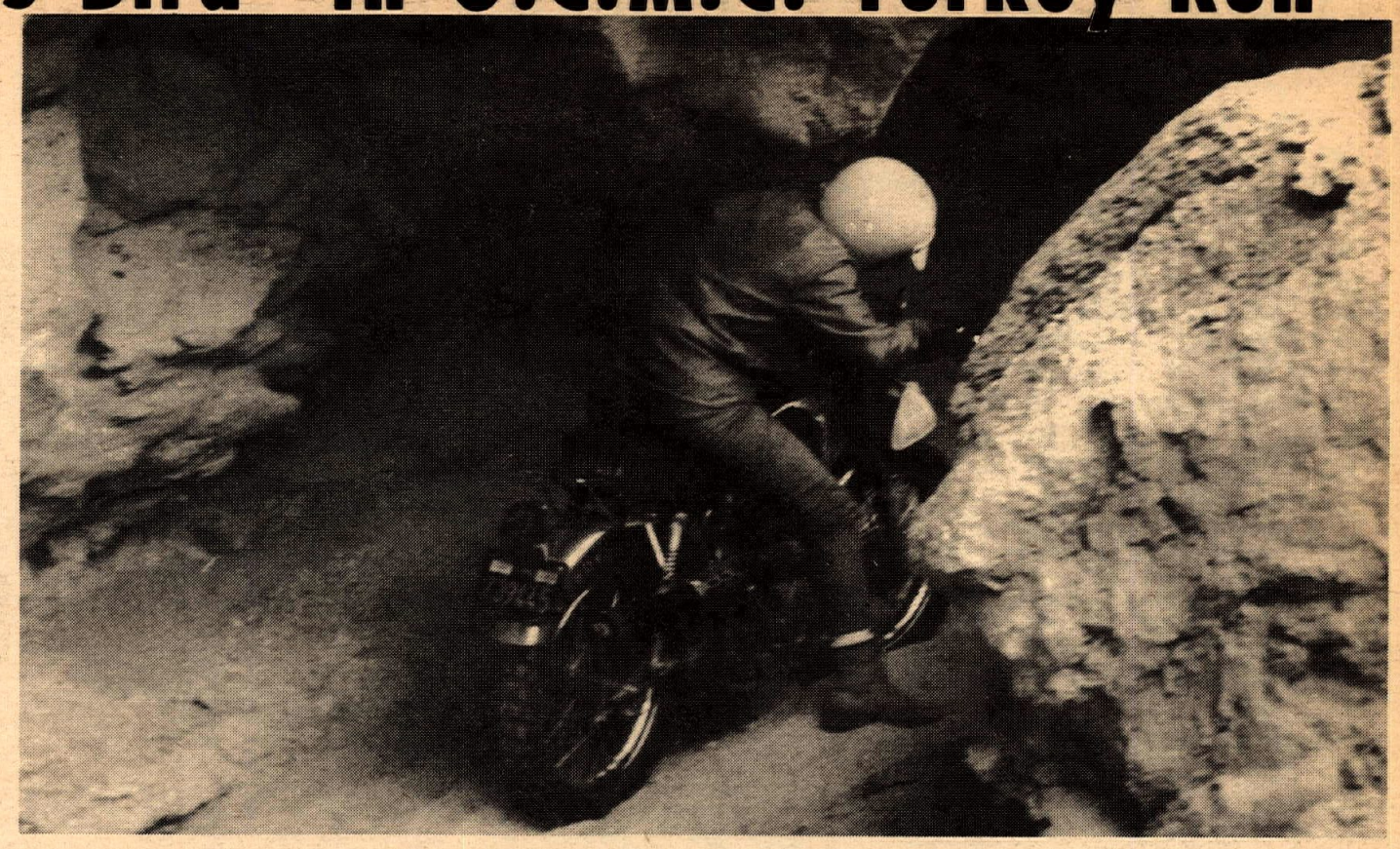
Ellett Gets Bird In O.C.M.C. Turkey Run

Story and Photos by Dick Ahlefeld



It is always a pleasure to ride a motorcycle event that is well planned, and certainly the Orange County Motorcycle Club's annual turkey run was just that.

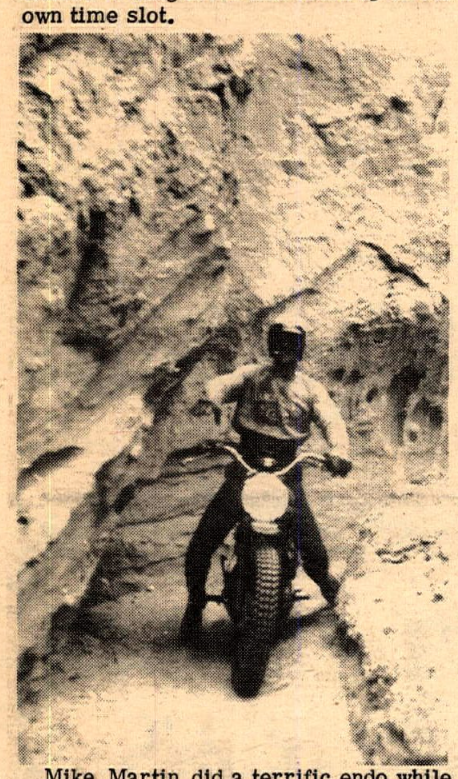
Tradition calls for the prior winners to hold the event each succeeding year.

The event is open to the membership and their invited guests. It's an enduro type of affair; all dirt riding; with a rather strange set of rules. One can carry all the time keeping devises he desires from the family alarm clock to exotic slide rules. The kicker comes from the rule that no speedometers or tachometers are allowed – so, what it all comes down to; guess work.

Jerry Ross and Clayton Jiles had the honors of putting on the run, having done rather well the prior year.

The course was to be two 20 mile loops. An average of 14-1/2 miles per hour was established for the entire event. Most of us were convinced that there had to be a catch in an average set this low, and there was.

Part of the trail wound through a narrow sand canyon. The walls seemed 200 feet high and the hairpin turns had both handlebars touching the wall at a time. After nearly five miles of that to knock a hole in our averages we welcomed the open desert sections where we had a chance to hang loose and catch up to our own time slot.



Mike Martin did a terrific endo while trying to show everyone how to make up time while going over one of the two big down hills.

Checks were marked on trail side with lime and numbered in sequence. A card was issued at the start and all each rider had to do was enter his time on arrival at the numbered checks.

It continued to be guess work; for without an odometer it is quite difficult to gauge one's distance of travel.

The winners were offered a choice; a nice trophy to add an additional memorial to the display shelf; or a turkey on which to feast at Thanksgiving time.

Wendell Ellett, OCMC member, won the event on his 40 inch Triumph, dropping 12 points. Yours truly, also mounted on a 40 incher, managed a 2nd with a 14 point loss.

Troy Hodge placed 1st visitor, dropping 18 points. Troy was riding his old and somewhat battered 40 inch Triumph.

Ken Locke, OCMC member, got 1st lightweight (less than 250cc) on a Penton with a loss of 105 points. Seems as though a lot of jack rabbits kept getting in Ken's way and they would – ah, lead him astray.

GROUP DISCOUNTS OFFERED FOR L.A. INTERNAT'L. MOTOCROSS

On December 27th & 28th Bailey Bros. will be presenting the Los Angeles International Motocross events at Ascot Park in Gardena, California. The professional races will be held on Sunday, the 28th.

For those wishing to attend the Sunday show, Bailey Bors. is offering a substantial discount for a group ticket purchase – twenty or more people – which

Reservations can be made by calling Bailey Bros at 213/327-1420.

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LACKEY DRUBS 250's WITH A 125

He was riding a Sachs, of course!

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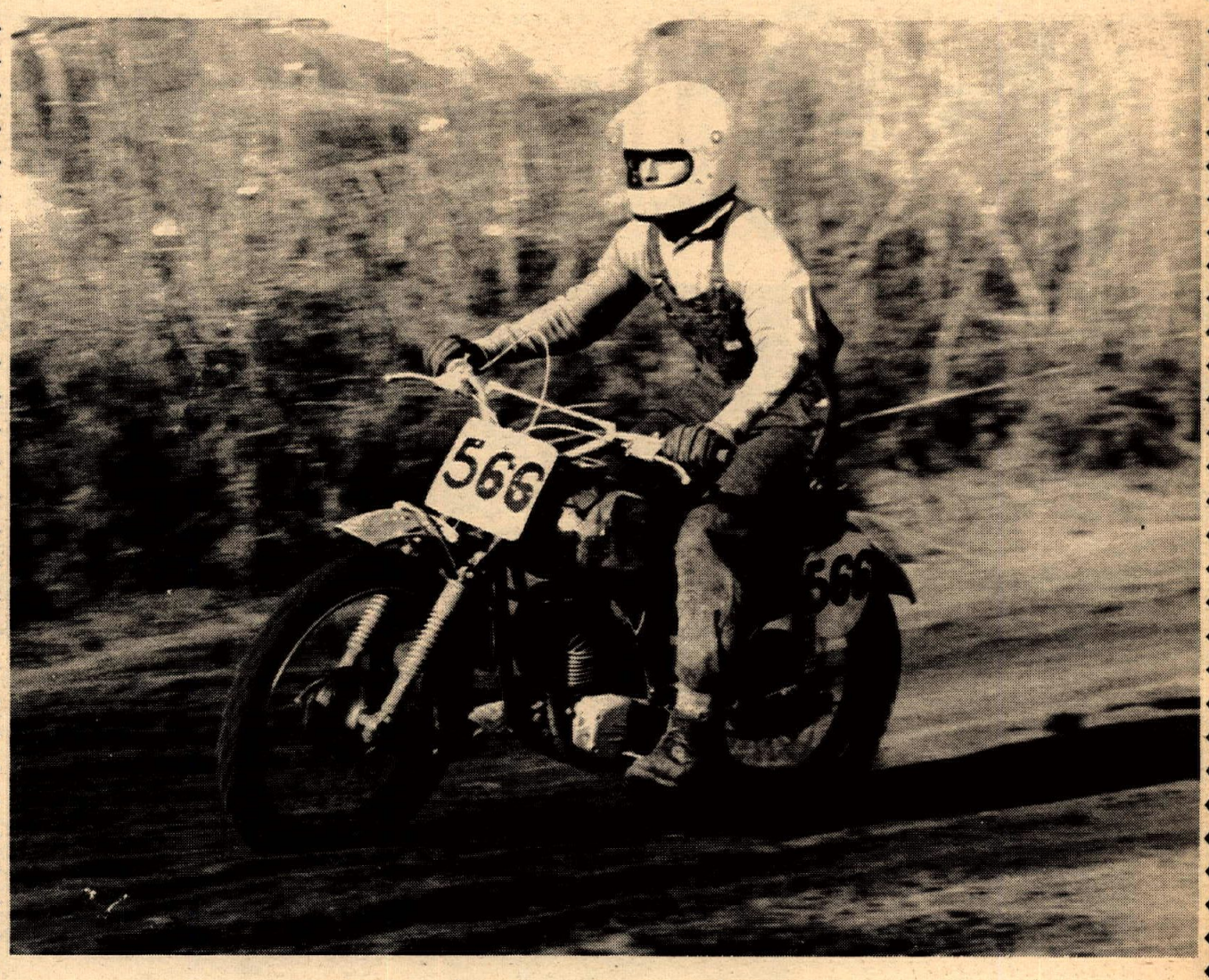

SALINAS INTER-AM 12/7 250cc Sportsman Class 1st: Brad Lackey

It was "David & Goliah" all over again when Brad Lackey entered his 125cc Sachs Cross-Country in the 250cc Div. 2 event at the Salinas Inter-Am, December 7th. Everyone was laughing but Brad and his sponsors (Campus Suzuki in Berkeley). That was at the start.

By the end of the first lap people were laughing out of the other side of their mouths. Lackey was gaining on the leaders and the whole idea of a 125 beating a 250 was becoming less preposterous by the second.

58 seconds to be exact. That was Brad's winning margin in the final Moto. The new era is here.

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LEGISLATIVE NOTEBOOK

By Barbara Adams Dahms

ON THE OTHER HAND...

If the registration of all off-road vehicles puts a plug in the pipeline of stolen machines (which would be welcome to many riders), it also brings specific problems which will be unwelcome to others.

To all riders it is "one more law, when we already have too many." It is also "another tax to pay the government when we already pay too much." True! True! True! We have so many rules and regulations already, so much paperwork to contend with that no one in his right mind wants to add more unless there is good reason for it.

Taxes are a burden in many forms, not the least of which is the vehicle registration costs we pay. The motorcycle owner, it seems, pays an unfair proportion of these costs. In California and many other states, the cost of vehicle license represents a basic fee, called the registration fee, and a personal property tax. This basic fee is now $11 in California (a rise of $3 in as many years) and the personal property tax is a minimum of $1 up. This is true of all autos and motorcycles. Station wagons have a base fee of $12 plus. Trucks have a weight fee added to the $11 plus.

To the owner of one moderately priced motorcycle the license cost may not seem excessive. To the hobbyist with three or four or more it becomes a major annual budget item.

It is true that the perperwork involved in licensing a motorcycle is the same as that in licensing an auto and perhaps all vehicle fees only serve to pay the costs of operating the Department of Motor Vehicles. But all logic indicates that a motorcycle should have a lower base fee than an automobile.

The weight of the average motorcycle is about one tenth that of the average auto, therefore the wear and tear on the road surface is proportionally less. The amount of road space required for a motorcycle is less than half that required by an auto. Pollutants poured into the atmosphere by a motorcycle engine are considerably less than by an auto. Traffic congestion is lessened by motorcycle use. It makes no sense when your motorcycle license costs as much as your automobile license and with lower priced cars this is often the case. Small wonder that no one wants to license off-road vehicles.

The motorcycle hobbyist and professional rider has a further problem: the matter of interchangeable machines. How does one license a conglomeration of frames and motors and spare parts that organize into one motorcycle today and another tomorrow? Is it possible to find a legal arrangement for such licensing that wouldn't cause undue hassles and headaches to the enthusiast who never rides a strictly stock machine anywhere?

Motorcycle people aren't promoting the idea of off-road-vehicle registration yet. It is being discussed by legislators in various areas as an additional source of revenue and a method of hindering theft. It may eventually become a reality whether we support or oppose it.

Our problem now is to weigh the pros and cons and clarify our own opinions as to the benefits and drawbacks of such legislation. Knowing what we want is half the battle. Any legislation need not offer a simple choice of acceptance or rejection. There is always modification. Perhaps we can convince the legislature that the basic fee for all motorcycles is too high (it's not easy to lower taxes but it is sometimes possible). Perhaps we can work out registration procedure to allow for the versatility of some enthusiasts.

Perhaps we can put the lid on that vast garbage can of unregistered machines, whence no stolen bike ever returns, without putting an intolerable burden on anyone. It's worth thinking about.

Desert Rats Take Holiday

By Bobbie Hedges

HOLIDAY, CA., Dec. 7, 1969 – As the first 125cc Junior class left the line at Holiday, Calif., C.E. Hechart charged uncontested all the way, the repeated the same performance in the second moto giving him an easy first over-all.

Jack Denny came up with a closely-defended second over David Wierzbicky in the first moto after a hard fight, giving Jack a second over-all.

Sachs Enduro mounted Duane Boman, held a steady second in the next moto to win fourth over-all. John Mello, who was riding a bike for the first time Saturday, not only finished both motos, but came up only one lap behind after several crashes.

Good riding and a little bad luck gave Maico-mounted Steve Patterson a well-earned first over-all in the Open Junior. He led the first moto with plenty of room to spare till the yellow flag, then lost it in the last turn, only to squeeze back in for a third.

First went to Dave Buck, who worked his way up on his Bultaco and grabbed the lead over Ken Stiles for third over-all with Stiles second over-all. Pete Fleming had grabbed an early lead in the first moto when trouble with his Bultaco forced him out after three laps. He came back in the second moto to settle for a hard-earned second to Patterson.

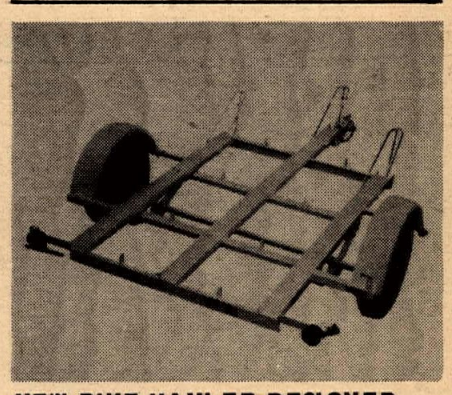
Those thirty-minute motos didn't seem to phase the youngsters in the 125cc Senior as 14-1/2 year-old Jeff Pierce proved riding his Yamaha. He raced his dad, Ak Miller, and left the rest all tired out. Ak, nevertheless, got his two-cents worth on his Kawasaki in the battle for second with M. Mulligan, and finally after crashing in the front turn, settled for third. During the second moto Jeff was out in front again for the win, just ahead of J. Mollett who took third over-all.

It looked like age at last would triumph in the Open Senior when Art McKnight on a Husqvarna took an early lead with a big margin right up to the checkered flag. B. Fahler on his Bultaco pushed his way up to a close second. A Bultaco brought J. Roush in for a third.

Youth was the password in the second moto as Roush, age 18, secured a very dusty lead and held it all the way for an over-all first. Paul Denny, Mike Merriman, and B. Fahler fought it out for the spoils and came up in that order, leaving Denny and Fahler in an over-all tie for second and Merriman third. Condolences must go to Chico Cisneros who crashed Sat. on his Maico, and injured a thumb and hip, keeping him on the bench, wistfully looking on.

The Desert Rats provided good organization and an opportunity for the new or inexperienced riders to get in on the show. Trophies will be presented at a bash on Sat., Jan. 10, 1970, at 8:00 p.m. at the Lampost, 5454 W. Imperial Hwy., L.A. along with movies of the motocross.

(Results on page 17)



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One of the country's leading boat trailer manufacturers, Vanson, has expanded their line to include a new motorcycle trailer. Called the Bike Hauler, it is designed to carry one, two, or three machines.

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Don Watkins, Jr. (250 Montesa Cappra)

HUNTINGTON BEACH T.T.
1st 250 Expert
Jim Raymond (250 Montesa Cappra)

MOTOCROSS
Carson City, Nev. 11/16
360 AM. & EX.
Bill Krejel (360 Montesa Cappra)

It was Jimmy Raymond, John Hateley and Montesa all the way at the California State Championship T.T. held Dec. 7th at Ascot Park. John was in the lead for the A.M.A. Novice T.T. Point Championship, and Jimmy was in the lead at the checkered flag. Raymond won the Novice State Championship Race and Hateley finished 3rd, missing the State Point Championship by one heart breaking point. Montesa extends congratulations to both riders and their sincere condolences to those who had the misfortune of riding something slower. Think about that.

TROJAN SPEEDWAY T.T.
South Gate, Cal. 12/7
1st 250
Jim Raymond (Montesa 250 Cappra)

TROJAN SPEEDWAY FLATTRACK
South Gate, Ca. 12/7
1st 250
Jim Raymond (250 Montesa Cappra)

WINTER SCRAMBLES
Woodland, Wash. 11/30
"C" MAIN
Ervin Sverdrup (250 Montesa Cappra)

VIVA
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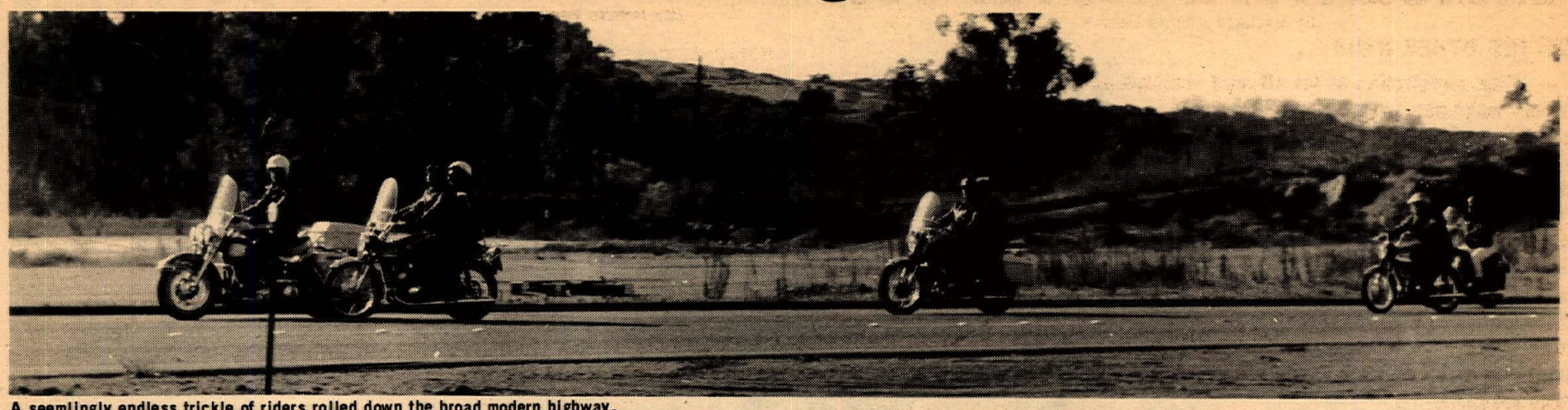
Los Angeles, Calif. 90004

Christmas Run Through The Back Roads



A seemlingly endless trickle of riders rolled down the broad modern highway.

At lunch time the parking lot at Live Oak Park made it look like four wheelers are going out of style.

By Bill Harmer

OCEANSIDE, CALIF. Dec. 14, 1969 – Sunday morning, Dec. 14th was bright and clear as 200 San Diego area motorcycle touring enthusiasts met at the Oceanside Shopping Center to sign in for the Tri-City Motorcycle Club's Christmas Benefit Poker Run.

A questionaire containing four (4) true or false statements pertaining to California Motorcycle Vehicle Laws on one side and a map of Northern San Diego County on the other was given to each entrant. The rider was to answer true or false to a question, pick the letter in the proper column and proceed to that location. If his answer was correct, he would find a manned check point. If he was incorrect, he found nothing.

The route led the Road Riders over little used roads through the colorful flower farms, and wild back country verdant with California Holly trees, live oak, scrub pines and truck farms growing winter crops. The run terminated at Live Oak Park in Fallbrook where old fashioned family style picnic lunch was served, followed by fun and games.

The clever trophies fashioned by a Christmas card laminated onto a walnut backboard and base with a gold motorcycle were custom made for the run. The souvenir pins were cast in plastic by club members and followed the traditional design of the young club's two previous rallies.

The work and imagination put into this run was refreshing to the jaded rallyists who are used to seeing a unvaried repetition of all previous runs.

The one year old club was chartered in late 1968 and consisted almost entirely of Marine Corps families from Camp Pendleton. Even now 90% of the members are from Pendleton. According to Club President, Stanley J. Skarber who is a civilian, they have 28 active members and 12 on inactive status while they are overseas.

The young and ambitious members put on their first run before most of their members had ever gone on one. Since they didn't know what was supposed to be done, they just scheduled a tour with activities that they thought would be entertaining. Their next two, including the Christmas Run, were innovations of the first. As a result, the club is fast gaining a reputation of putting on original and highly enjoyable motorcycle runs.

If more touring clubs would adopt the example of the Tri-City M.C. and not try to follow the moth-eaten stereotyped pattern that motorcycle rallies have evolved into, the sport ir rallying might once more revive the interest and spirit of fraternal fellowship that it enjoyed when our sport was young.

The nucleus of the San Diego BMW riders club was recruited by Marine recruiting officer Pete Giahakas (second from left).

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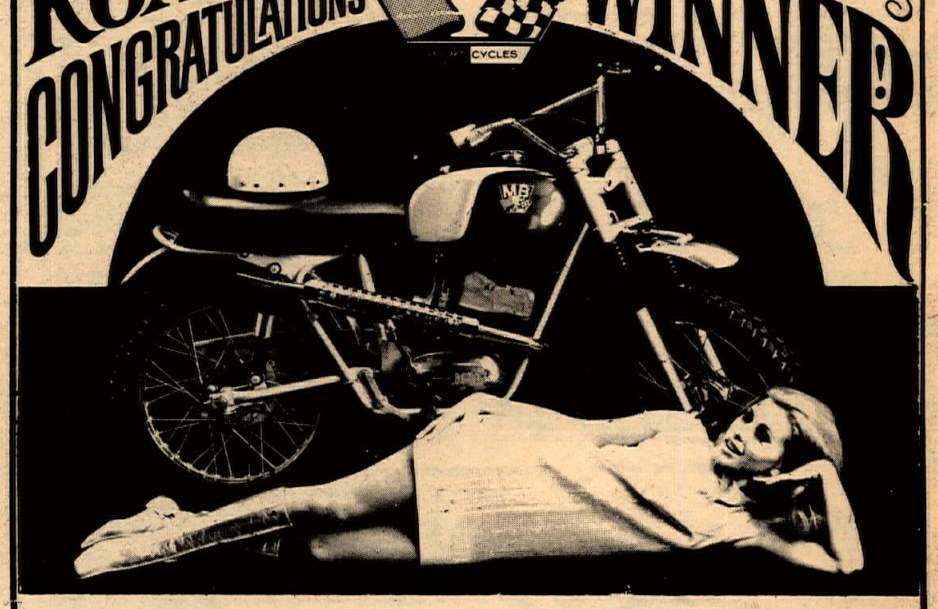

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Sportsmen

By Terry Pratt
Photos by Action Photo Terry Pratt and Tom Culp

ORANGE, CAL. Dec. 14, 1969 – Attrition was the name of the game for the 500cc Sportsman riders at the Saddleback Inter-Am. Several entries looked like sure winners in the early motos but it's the overall performance that counts and Carl Cotton proved what a difference consistency and preparation make. Carl's American Eagle 405 came out on the top of the heap at the end of the day although he finished no higher than fifth in any one race. He finished fifth in the last two motos but was even farther down in the first heat.

After a whale of a race with Bruce Baron, Patrick John DeBenedetti put his Maico across for a win the first moto. Bob Steffan Jr. was third and Bob looked like he was on his way to an overall win after he won the next moto ahead of Ed Egyed on a similar Maico and Bruce Torbett riding a Husky.

Bruce took his turn in the third moto after he inherited the lead from Steffans who dropped out on the second lap. Ed Egyed was second and Mike Chamberlain made the results in third place. Mike had taken a fifth in the first moto and his total score put him second overall behind Cotton. Mike was riding a Maico.

As an example of how far back the winners were running during the day, third overall Ron Fry never once placed in the first six of any of the motos.

Who was it that said "slow and steady wins the race?"

The 250 winner Husky rider Billy Clements was certainly steady but he can't claim to be slow. That is, until he moved out to lead by several hundred yards. At least the 250 class was a little more clear cut. Clements won two motos and took a second in the other.

Steve Hammer rode a sparkling AJS in Billy's wake all day. Steve was second when Billy was first and he was third when Billy was second.

Just to keep all the manufacturers happy, Bill Harris on a Maico and Larry Nolen on a CZ picked up the third and fourth spots.

Side by side two sportsman riders roller-coaster through the big dipper at Saddleback Park.

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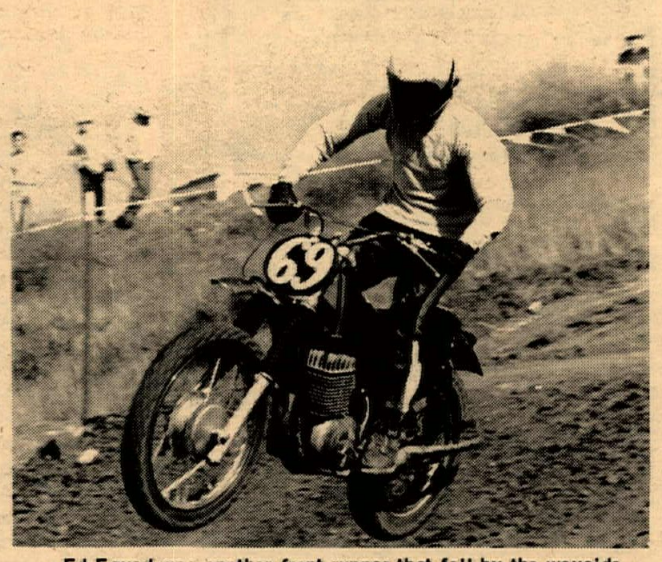
Round Out Inter-Am Show

(Results on page 17)

ABOVE: Steadiness paid off for Carl (203) Cotton. He rode his American Eagle to an overall win and never placed higher than fifth in a heat. BELOW: Bob Steffan Jr. looked every bit a winner but a DNF in the last moto spoiled his chances. RIGHT: Billy Clements likes to keep a buffer of at least 100 yards between himself and the competition.



Ed Egyed was another front runner that fell by the wayside.

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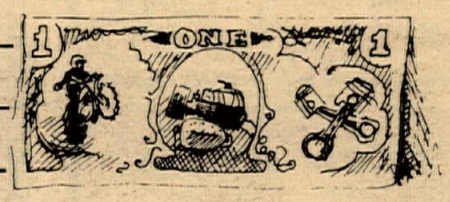

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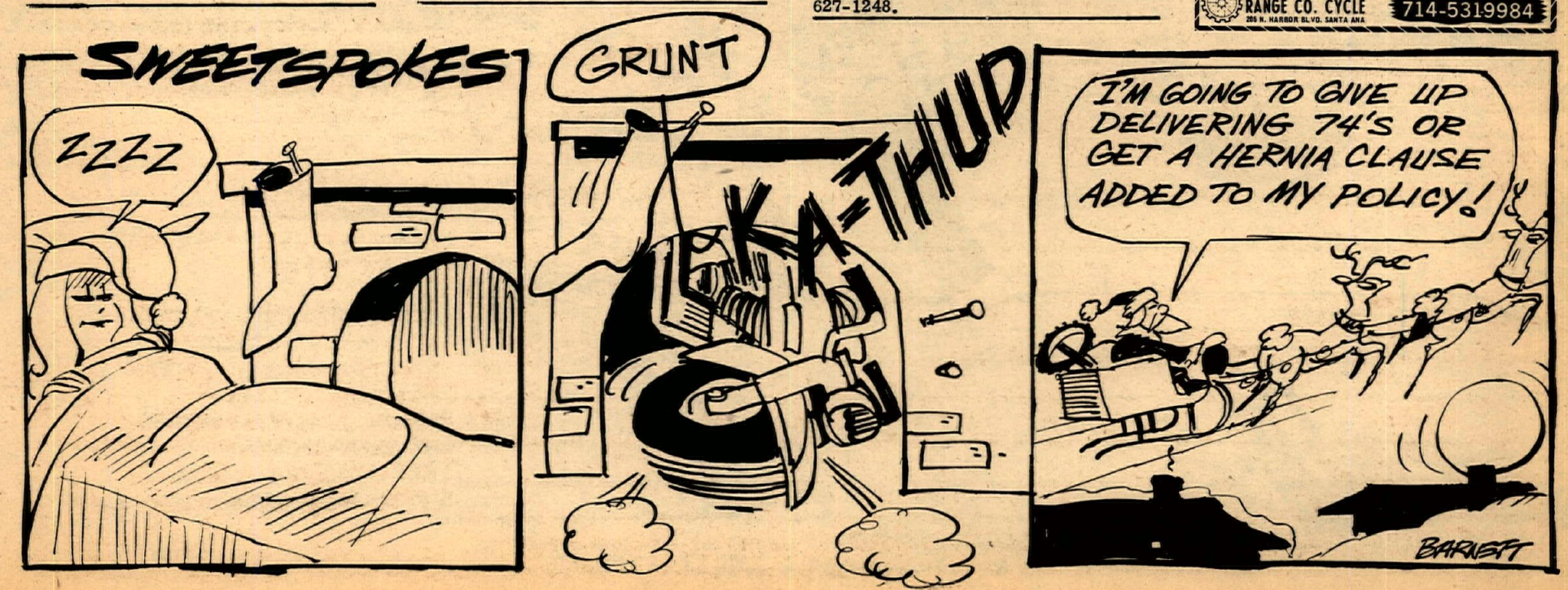

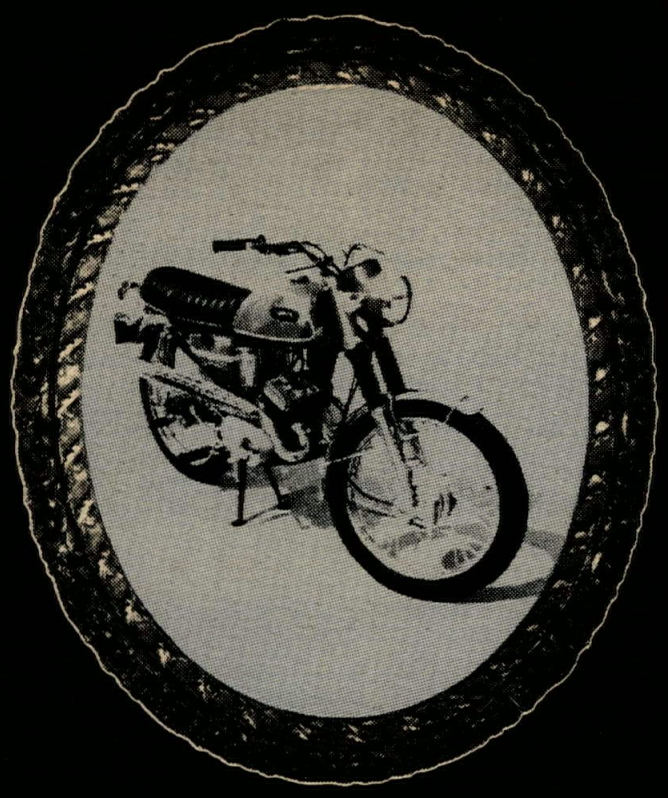

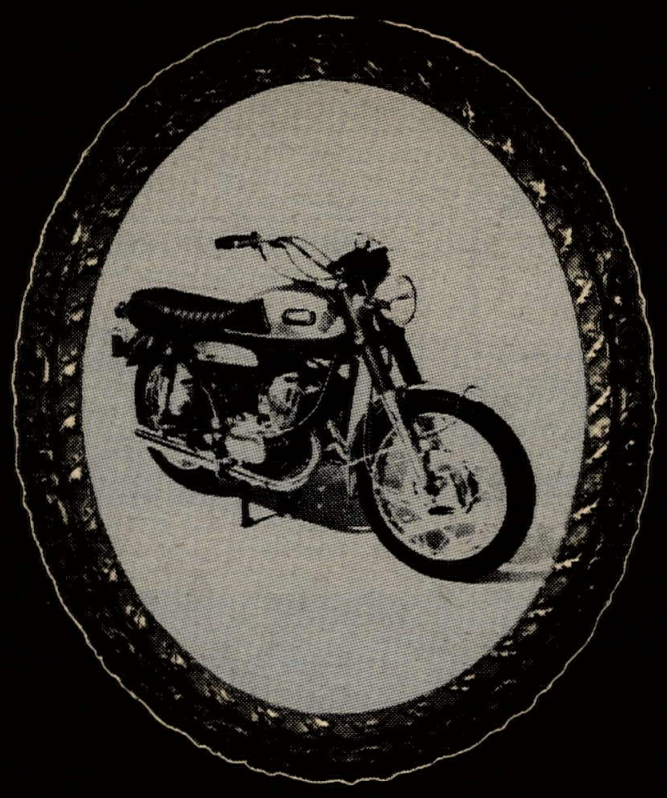

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